

The Hongkong Telegraph.

(ESTABLISHED 1881.)

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August 3rd, Barometer 10 a.m. 29.56, 4 p.m. 29.45; Temperature...80, 80; Humidity...80, 70; Rainfall...0.07.

August 3rd, 1910, Barometer 10 a.m. 29.71, 4 p.m. 29.66; Temperature...78, 78; Humidity...80, 87; Rainfall...1.07.

No. 8585

號十初月六年三統宣

FRIDAY, AUGUST 4 1911.

五拜禮

號四月八英港香

\$13 PER ANNUM.
SINGLE COPY 25 CENTS.

SPECIAL TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	CHINESE TELEGRAMS.
SILBY-BOYD RUBBER CASE. JUDGMENT FOR PLAINTIFF. [THE "TELEGRAPH" CORRESPONDENT.] Singapore, Aug. 3, 3.35 p.m. In the action Silby versus Boyd concerning a rubber estate sale transaction, in Singapore, judgment has been given in the Supreme Court in favour of the plaintiff, who is declared to be entitled to rescind the contract and to recover the sum of \$121,815 paid on deposit, and expenses. The Judge said that Boyd had been guilty of fraud in law and had acted recklessly and wilfully in carelessly giving the guarantee regarding the planted acreage on the estate.	HEAT WAVE IN GERMANY. FOREST FIRES. [SERVICE TO THE "TELEGRAPH."] London, August 3, 4.15 p.m. Intense heat prevails throughout Germany. One hundred victims succumb daily. There have been many forest and moorland fires.	It is expected that twenty thousand dock workers will be idle to-day. The Dockers' Unions abroad have been asked to boycott ships arriving from London. STATEMENT BY MR. BEN TILLET. Mr. Ben Tillet, the Labour leader, said that the strike might lead to a strike amongst the transport workers in Europe and America.	called his engagements for the evening owing to a slight throat affection. THE NO-SURRENDER FACTION. London, August 4, 1.15 a.m. It appears that the meeting of Mr. A. J. Balfour, leader of the Opposition, with the no-surrender section of the Unionist Party was convened at the request of the latter. Mr. Balfour's advice was asked as to the best means of procedure regarding the Parliament Bill. The notices of the note of censure on the Government were the outcome of the papers drawing up a list of Halsburyite Peers varying in number from sixty-eight to seventy-five, while the Liberals were credited with sixty-four certainties and twenty-eight probabilities, though still undecided.	THE DOCKERS' STRIKE. A CONFERENCE. [SERVICE TO THE "TELEGRAPH."] London, August 4, 7.40 a.m. A preliminary meeting of the masters and dockers on strike has been held, Sir Albert K. Rollitt presiding as arbitrator. The conference will be continued to-morrow. There is a slightly more optimistic feeling regarding the strike situation.	POLITICAL AFFAIRS. IN ENGLAND. [SERVICE TO THE "TELEGRAPH."] London, August 4, 7.40 a.m. In the House of Commons, the Right Hon. Mr. D. Lloyd George, Chancellor of the Exchequer, announced that the House would adjourn on the 8th of this month, after passing the Parliament Bill, the Finance Bill, and a resolution regarding the payment of members. AUTUMN SESSION. It had been decided, the Chancellor said, to hold an autumn session commencing early in October, to be devoted to the consideration of the State Insurance Bill and other measures.	RUSSO-JAPANESE ALLIANCE. TO BE RENEWED. [("SHEUNG PO" SERVICE)] Peking, August 3. Owing to the successful floating of the four nations' loan it is the intention of Russia and Japan to renew the 1907 Offensive and Defensive Alliance. By this alliance, both countries' forces in Manchuria and also the Japanese garrison in Port Arthur can give mutual assistance.
SHIPPING STRIKE IN LONDON. 20,000 MEN IDLE. [THE "TELEGRAPH" CORRESPONDENT] London, August 3, 7.20 p.m. Work at the London Docks has been paralysed owing to the shipping strike. Steamers carrying the mails have been delayed. There are twenty thousand dockers idle.	FRANCE AND GERMANY. PARIS IMPATIENT. [SERVICE TO THE "TELEGRAPH."] London, August 3, 2.30 p.m. Impatience is being manifested in Paris at the continued silence being kept regarding the progress of the Franco-German conversations, whilst there is an increasing agitation in Berlin against the proposed cession of Togoland in exchange for a portion of French Congo territory.	NEW REAR-ADMIRAL. FOR ATLANTIC FLEET. [SERVICE TO THE "TELEGRAPH."] London, August 3, 2.30 p.m. Commodore C. G. F. M. Cradock has been appointed Rear-Admiral of the Atlantic Fleet in succession to Rear-Admiral Carden. [Commodore Cradock was born in 1862. He served in the Sudan, 1891, was mentioned in despatches and decorated with the 4th class Mejidie and Khedive's star with clasps; served in the royal yacht 1894-98, after which he was appointed commander. On the outbreak of the Boer War he was appointed transport service officer in the Thames district. He also served in China in 1900, was mentioned in despatches, and got the China medal, with clasps for Taku and the relief of Peking; was promoted captain for gallantry at Taku; A.D.C. to the King in 1909 and commodore of the second class.]	ANGLO-AMERICAN TREATY. OF ARBITRATION. [SERVICE TO THE "TELEGRAPH."] London, August 4, 7.40 a.m. From Washington it is reported that the Anglo-American Arbitration Treaty has been signed.	ANGLO-AMERICAN TREATY. OF ARBITRATION. [SERVICE TO THE "TELEGRAPH."] London, August 4, 7.40 a.m. From Washington it is reported that the Anglo-American Arbitration Treaty has been signed.	THE CENSURE. The Government, he added, were prepared to discuss Mr. Balfour's vote of censure on Monday, but he asked for an undertaking that the debate should be conducted under ordinary conditions of decency and fair play.	FOREIGN AGGRESSION. IN KIRIN. [("SHEUNG PO" SERVICE)] Peking, August 3. The Governor of Kirin has reported by telegraph to the Ministry of Foreign Affairs, stating that a certain country is trying to take possession of the Moon Kiang in Kirin. The Governor, in the telegram, asked the Ministry for instructions.
PROPOSED AERIAL POST. EXPERIMENTS. [THE "TELEGRAPH" CORRESPONDENT] London, August 3, 7.20 p.m. Experiments are in progress for the institution of an aerial post, King George receiving the first delivery.	SOLUTION EXPECTED. Authoritative opinion in both capitals, however, anticipates a satisfactory diplomatic solution of the situation.	PEERS AND COMMONS. THE SITUATION. [SERVICE TO THE "TELEGRAPH."] London, August 3, 8.35 p.m. The Unionist papers unanimously welcome Mr. A. J. Balfour's notice of motion to propose a vote of censure upon the Government. Liberal organs describe it as an adroit move, which is intended to re-unite the Party. The no-surrender section of the Unionists have postponed the issue of a manifesto, which they consider might be regarded as a reflection on Mr. Balfour.	STRIKE IN RUSSIA. [SERVICE TO THE "TELEGRAPH."] London, August 3, 8.35 a.m. Twelve thousand dockers have struck work at St. Petersburg.	STRIKE IN RUSSIA. [SERVICE TO THE "TELEGRAPH."] London, August 3, 8.35 a.m. Twelve thousand dockers have struck work at St. Petersburg.	PARLIAMENT BILL. The debate on the Parliament Bill will be resumed on Tuesday next in the Commons.	PRINCE CHUN. TO BE MINISTER OF FOREIGN AFFAIRS. [("SHEUNG PO" SERVICE)] Peking, August 3. It is believed that Prince Chun, who lately returned from England, will be appointed Minister of Foreign Affairs.
FRANCE AND JAPAN. NEW TREATY NOT YET RATIFIED. [("INDEPENDENT NEWS" AGENCY)] Tokyo, August 4. Notwithstanding the exertions of the Japanese Government the new Commercial Treaty with France had not yet been entered upon on the 3rd instant, when the old Treaty expired. This is due to the recent political changes in France and the difficulty in settling the Customs rates. In consequence both nations will be obliged to remain for some time to come non-Treaty Powers.	EXPULSION OF BRITISH JOURNALISTS. London, August 3, 10.10 p.m. Great Britain is taking up vigorously both at Agadir and Tangier the affair of the expulsion of Mr. Ostler, the "Daily Express" correspondent, and of Mr. McCullagh, of the "Westminster Gazette."	LIBERAL ORGANS DESCRIBE IT AS AN ADROIT MOVE, WHICH IS INTENDED TO RE-UNITE THE PARTY. The no-surrender section of the Unionists have postponed the issue of a manifesto, which they consider might be regarded as a reflection on Mr. Balfour.	STREET FIGHTING. [SERVICE TO THE "TELEGRAPH."] London, August 3, 8.35 a.m. A telegram from Cairo states that a serious strike has occurred there amongst the tramway workers. Attempts made to run the cars yesterday were frustrated by mobs of strikers, whom the police repeatedly charged with sabres, the rioters responding with stone throwing and revolver firing. Many persons were injured, on both sides.	STREET FIGHTING. [SERVICE TO THE "TELEGRAPH."] London, August 3, 8.35 a.m. A telegram from Cairo states that a serious strike has occurred there amongst the tramway workers. Attempts made to run the cars yesterday were frustrated by mobs of strikers, whom the police repeatedly charged with sabres, the rioters responding with stone throwing and revolver firing. Many persons were injured, on both sides.	A SCARE IN CANTON. Viceroy's Order re Carrying of Arms. [THE "TELEGRAPH" CORRESPONDENT] Canton, Aug. 3. Recently many soldiers and naval troops were seen walking along the streets in private clothes and with revolvers in their hands. Their action greatly aroused the suspicion of the people, and the matter was reported to H.E. the Viceroy. His Excellency has now instructed the commanders of the military and naval forces that in future if any of their men go out on patrol duty or make enquiries which necessitate the carrying of fire-arms, they must put on their uniforms, and must previously apply for a permit from their superior officers. Even if they do go out to make secret investigations in private clothes, they are also obliged to carry the permits with them. When they are out of their barracks, they are subject to the control of the police. When asked to show their permits certifying them to carry arms, they have to do so. Any offender will be taken into custody and brought to his superior officer for punishment by the Taotai of the Constabulary. The Commanders will be held responsible for the conduct of their men. Others than soldiers and naval troops carrying arms in the open streets will be punished as desperadoes.	NEWSPAPER SUPPRESSED. [("SHEUNG PO" SERVICE)] Peking, Aug. 3. A newspaper in Hankow has been suppressed by the order of the Viceroy of Hupeh. The publisher is being detained in custody pending his trial.
	LONDON DOCKERS. JOIN THE STRIKE. [SERVICE TO THE "TELEGRAPH."] London, August 3, 2.30 p.m. At a mass meeting of the London Dockers, it was resolved to enter upon a general strike.	PREMIER INDISPOSED. London, August 3, 8.35 a.m. Mr. H. H. Asquith, the Prime Minister, did not attend the House of Commons yesterday and cancelled his engagements for the evening owing to a slight throat affection.	FRANCO-GERMAN TREATY. GENERAL ARBITRATION. [SERVICE TO THE "TELEGRAPH."] London, August 4, 7.40 a.m. A General Arbitration Treaty between France and Germany has been signed at Paris.	FEARS OF A RISING IN CANTON. [THE "TELEGRAPH" CORRESPONDENT] Canton, August 3. Some days ago it was rumoured in Canton that another rising was going to take place on the 2nd inst., but the day passed off without any sign of trouble. On the 1st inst., almost all the families of the officials and of the wealthy class were seen leaving Canton. During these two days, the streets were almost deserted.	THE WEATHER FORECAST. The Weather Forecast.	



Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000.
RESERVE FUND.....\$15,000,000.
Total.....\$25,000,000.
RESERVE LIABILITY OF THE PRIORITIES.....\$15,000,000.

COUNT OF DIRECTORS:
Hon. Mr. Henry Kowick - Chairman
G. H. Medhurst, Esq. - Deputy Chairman
J. H. B. Medhurst, Esq.
A. B. Forbes, Esq.
G. P. G. Forbes, Esq.
G. S. Gubley, Esq.

CHIEF MANAGER:
Hongkong - N. J. STABB.

MANAGER:
Shanghai - H. E. R. HUNTER.

LONDON BANKERS - LONDON COUNTY AND WESTMINSTER BANK LIMITED.

HONGKONG - INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3 1/2 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.
N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation,
N. J. STABB, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE - LONDON.

PAID-UP CAPITAL.....£1,200,000
RESERVE FUND.....£1,025,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

On Fixed Deposits for 6 months, 3 1/2 per cent.

On Fixed Deposits for 3 months, 3 per cent.

W. M. DICKSON, Manager.

Hongkong, 1st May, 1911. [22]

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP... Yen 24,000,000
RESERVE FUND... " 10,860,000

Head Office - YOKOHAMA.

Branches and Agencies:
TOKIO. HANKOW.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWOHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIAOYANG.
HONOLULU. MURDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.

HONGKONG - INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposit -
For 12 months.....4 per cent. pa.
" 6 ".....3 1/2 " " "
" 1 ".....2 1/2 " " "

TAKEO TAKAMICHI, Manager.

Hongkong, 19th March, 1911. [18]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP...Gold \$3,250,000
RESERVE FUND.....Gold \$3,250,000

Gold \$3,500,000

HEAD OFFICE:-
60 Wall Street, New York.
LONDON OFFICE:-
86, Bishopsgate.

LONDON BANKERS:

BANK OF ENGLAND,

NATIONAL & COUNTRY BANK,

LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:-
For 12 months 4 percent. per annum.
For 6 " 3 1/2 " " "
For 3 " 3 " " "

GEO. HOGG, Manager.

No. 9, Queen's Road Central.

Hongkong, 23rd Feb. 1911. [19]

Banks.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tael 7,500,000

HEAD OFFICE - SHANGHAI.

BOARD OF DIRECTORS - BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow

Kobe Peking Singapore Tientsin

Tientsin Tsingtau Yokohama.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON

AGENCY.

DIRECTOR DER DISCONTO GEBLICKS.

INTEREST allowed on Current

Account. DEPOSITS received on terms

which may be learned on application.

Every description of Banking and

Exchange business transacted.

R. TIMMERSCHIEDT, Manager.

Hongkong, 16th Mar. 1911. [2]

THE MERCHANTS BANK OF INDIA, LIMITED.

Authorized Capital.....£1,000,000

Subscribed ".....1,125,000

Paid Up ".....502,000

Reserve Fund.....325,000

HEAD OFFICE:

40, Threadneedle Street, London, E.C.

BRANCHES:

Bombay. Calcutta. Ceylon.

Colombo. Hongkong. Madras.

Penang. Rangoon. Singapore.

Sourabaya. Tientsin. Yokohama.

AGENTS IN JAPAN:

Messrs. Jardine, Matheson & Co., Ltd.

BANKERS:

Bank of England.

London Joint Stock Bank, Ltd.

Exchange business transacted.

Stocks and Shares bought and sold

on account of Clients. Letters of

Credit granted on Agents and Corres-

pondents all over the world.

Interest allowed on Current Ac-

counts at 2 per cent. per annum on

Daily Balances and on Fixed Deposits

as under:-

For 3 months 2 1/2 per cent. per annum.

" 6 " 3 " " "

" 12 " 4 " " "

F. C. MACDONALD, Acting Manager.

1260.]

NOTICE.

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING.

of Members will be held in the GYMNASIUM on WEDNESDAY, the 9th August, at 6.30 p.m., for the purpose of considering and passing the Annual Reports and Statement of Accounts for 1910.

FRANK LAMBERT, Hon. Secretary.

Hongkong, 1st Aug. 1911. [1293]

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

J. A. Watt, Esq., Managing Director.

A. J. Hughes, Esq., Secretary.

A strong British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies Act, England.

Insurance in Force.....\$2,571,465.00

Assets.....\$2,571,465.00

Income by Investment.....\$82,071.00

Insurance Fund.....\$2,500,000.00

LEFFERTS KNON, Esq., District Manager.

H. W. TATE, Esq., District Secretary.

Hongkong, Canton, Macao and the Philippines.

Alexandra Building.

C. LAUDER, Esq., Inspector, Hongkong.

Advisory Board, Hongkong: Sir Paul Chater, Kt., C.M.G., F.R.S., F.R.C.S., F.R.C.P., F.R.C.S.D., F.R.C.S.E., F.R.C.S.N., F.R.C.S.O., F.R.C.S.I., F.R.C.S.A., F.R.C.S.F., F.R.C.S.G., F.R.C.S.H., F.R.C.S.J., F.R.C.S.K., F.R.C.S.L., F.R.C.S.M., F.R.C.S.N., F.R.C.S.O., F.R.C.S.P., F.R.C.S.Q., F.R.C.S.R., F.R.C.S.S., F.R.C.S.T., F.R.C.S.U., F.R.C.S.V., F.R.C.S.W., F.R.C.S.X., F.R.C.S.Y., F.R.C.S.Z.

Hongkong, 2nd July, 1911. [1810]

WM. POWELL, LIMITED.

GENTS' OUTFITTERS.

New Ties

New Socks

New Shirts

New Pyjamas

EVERYTHING FOR

GENTS' WEAR.

EXCLUSIVE GOODS.

WM. POWELL, LIMITED,

23, Queen's Road.

Hongkong, 4th Aug. 1911. [1048]

Intimations

REMINGTON TYPEWRITER.

The experience of 35 years is BEHIND IT. The confidence of the business world is WITH IT. An over-widening field of usefulness is BEFORE IT.



1080] General Agents for the Remington Typewriter Co.

over-widening field of usefulness is BEFORE IT.

SIEMSEN & CO.,

HONGKONG AND CANTON,

For Sight Seeing in an Up-to-date MOTOR, RING UP 1030.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911. [1058]

YOUR GLASSES

should give rest and comfort to your eyes. If they do and if the mountings are properly adjusted, they

ARE ALL RIGHT

Do not be satisfied unless they ARE. There is no comfort in spectacles that are merely "good enough." They are either RIGHT

OR ALL WRONG

If in need of changes, adjustments, or repairs, come and see us at our new location in York Buildings, between Kelly & Walsh and Moutrie's.



33

"FELUCCA."

EGYPTIAN CIGARETTES.

MILD-AROMATIC-PURE.

MASPERO FRERES, LTD.,

CAIRO.



TRADE

MARK

THE BERNESE ALPS MILK CO

STALDEN (EMMENTHAL), SWITZERLAND.

"No. 10" SCOTCH WHISKY.

BOTTLED AT DUNDEE, SCOTLAND.

Agents: F. BLACKHEAD & CO.,

HONGKONG & CHINA.

081]

WEISMANN, LIMITED.

BAKERS

CONFECTIONERS

CATERERS

RESTAURANTEURS

14, Des Vœux Road Central.

Hongkong, 20th April, 1911. [447]

Public Companies.

HONGKONG, CANTON AND MACAO STEAMSHIP COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on THURSDAY, the 8th August, at 12 o'clock noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from 25th July to 8th August, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary.

Hongkong, 11th July, 1911. [1254]

HONGKONG & SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE IS HEREBY GIVEN THAT THE ORDINARY GENERAL MEETING of Shareholders in this Corporation will be held at the Office of the General Managers on the 9th day of August, 1911, at 12 o'clock noon, for the purpose of considering the Report and Accounts to 30th June, 1911, and to transact any business that may be transacted at an Ordinary General Meeting.

Notice is given that the TRANSFER BOOKS of the Company will be CLOSED from 1st to 9th August, 1911, both days inclusive.

BRADLEY & CO., General Managers.

Hongkong, 28th July, 1911. [1288]

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the transaction of Public Business on 7th Instant.

Hongkong, 2nd Aug., 1911. [1289]

PUBLIC COMPANIES.

HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of Shareholders in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 19th day of August, 1911, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1911.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 7th August, to SATURDAY, the 19th August, 1911 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors, N. J. STABB, Chief Manager.

Hongkong, 2nd Aug., 1911. [1291]

NOTICE.

I HAVE this day established myself at Hongkong and Canton as a GENERAL EXPORT and IMPORT MERCHANT under the style of HUSAIN P. MADAR & CO.

H. P. MADAR.

Hongkong, 1st Aug., 1911. [1287]

ICE CREAMS

All kinds of Bread. Samples free on application.

THE ALEXANDRA CAFÉ,

16, Des Vœux Road Central (next Hongkong Hotel). [1121]

S.O.A.E.O.

AUTOGENOUS.....WELDING

Repair of Boilers and Keels Cutting very quick of iron and steel.

Welding of Boilers Plates and of Broken Pipes.

Apply to 71, PRAYA-EAST, you will save time and money. [1193]

CALDBECK'S

"LIQUEUR"

WHISKY.

EXTRA SPECIAL

FINEST LIQUEUR WHISKY.

CALDBECK MACGREGOR & CO.

SHANGHAI & HONG KONG.

CALDBECK, MACGREGOR & CO

15, Queen's Road.

Hongkong, 29th June, 1911. [12]

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged, invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:-

(1) THE WARRANTY STAMP of the UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).

CALDBECK MACGREGOR & Co., Hongkong.

OUR CONTEMPORARIES

What They Think.

China Mail.

Motor Traffic.

Everybody will agree that nothing could be more moderate than the attitude of the Shanghai authorities in dealing with an evil which has called for stern legislation at Home but which is only just becoming acute in the Settlements of the Far East. As is known, Hongkong, which in reality is no place for motors at all, has tackled the problem, not by making a gentle "request" as Shanghai has done, but by adopting a speed limit which varies in different districts of the Colony. But, as we have pointed out before, such a method is little short of ridiculous when the police are not equipped with the apparatus for checking the speed of these vehicles. Since the speed limits were imposed there has not been a single prosecution here, though in thoroughfares the authorities have cut the rate of progress down to less than a half of the fifteen miles an hour allowed in Shanghai's busy centres. Are we to suppose that in these particular areas a speed of seven miles an hour is never exceeded? We very much doubt it.

Daily Press.

Letting the Old Post Office.

We are reminded of another Government property for which the Government receives inadequate rental, or none at all. It would be interesting to have an open competition among Chinese building contractors for the site in front of the Law Courts which has for so many years been occupied by unsightly matcheds forming lodging houses and workshops for the contractor's men. These facilities must have saved the contractor some thousands of dollars in rent and taxes during the eight or nine years he has had this valuable privilege free of charge. He could scarcely have got elsewhere in the city the accommodation he had up to the time of the Coronation for less than \$500 a month, which works out to a big sum in rates and taxes for the time the building has been under construction. If the Government had charged a rental proportionate to the value of the site, the Law Courts would probably have been completed long ago, and if only the Government would commence to do so now for the

FIRST AEROPLANE
OVER LONDON.

The City of London recently witnessed its first aeroplane flight, an airman, Mr. Graham Gilmour, from Brooklands, making a circuit of St. Paul's Cathedral in a Bristol biplane between six and seven o'clock in the evening.

The flight of the aeroplane as it followed the course of the river towards the City created intense interest. As it approached the House of Parliament a loud buzz and rattle were heard, and in an instant the members of both Houses deserted their legislative posts and ran to the Terrace. At the moment Mr. Pringle was discussing the Insurance Bill in the Commons and Lord Salisbury was attacking the Veto Bill in the Lords. The noise of the flying machine, like a rattle twisted by a lusty young giant, filled the Chambers, and some elegant periods of oratory were destroyed by the sudden outburst of members.

They were just in time to see a lovely biplane skimming down the track of the river towards the City, through the mist-haze of a sultry afternoon. They waited, and not in vain. In a little while the biplane scudded back, showing the name Bristol. Flying comparatively low and at a great pace the biplane encircled the Houses of Parliament, and then flew off to the west. Insurance and Veto were for the time forgotten in admiration of the flight.

Scenes on the Embankment.
The Embankment was thronged by thousands of people making for home by tramway-car and omnibus when the biplane made its first appearance, flying at a height of about 200 feet. Instantly there was the wildest excitement. People for a moment stood still, amazed at the spectacle, and then a rush was made to where a good view could be obtained. The bridges over the river in a few moments became black with people, and throngs rushed from the various side streets on to the Embankment. Tramway-cars came to a standstill, and a party of Boy Scouts near Blackfriars Bridge roared welcome to the airman.

After circling St. Paul's Cathedral the biplane doubled on its course, and flying over "The Daily Mail" buildings again reached the river. Upstream it flew towards the Houses of Parliament, and after a daring circuit in the air it finally disappeared into the haze on the south side, making a south-westerly direction.

Under the rules of the Royal Aero Club any airman flying over a city is liable to have his airman certificate suspended, and without this certificate he cannot take part in any flying contest in England, all such competitions being under the control of the Aero Club.

DESTROYERS DISABLED.

Seven destroyers, the Acorn, Rifleman, Lyra, Nymph, Alarm, Nemesis, and Lorne, all now boats but recently completed, six of them belonging to the Acorn class, have arrived at Portland in a leaking condition after a speed trial in Irish waters.

They left Berghaven, County Cork, in a heavy sea. The boats quickly got up speed to twenty-nine knots, and then were subjected to severe leewarding by a nasty swell, shipping seas every minute, which flooded the decks and swept the high forecastles. All seemed to go well, however, until the conclusion of the trial, when first one and then the other discovered that the constant vibration of the engines at full speed and the weight of the seas had caused numbers of rivets to start and the plates below the water line to open.

Water came pouring in, and half the oil tanks were rendered useless owing to sea water having become mixed with the oil, which is about the thickness of treacle. In the circumstances the boats were ordered to make all speed for Portland, where the repair ship Assistance is lying. The run was made at from sixteen to twenty knots.

The Nymph reported that the water had entered one of her magazines, spoiling the whole of the ammunition, which had to be landed at Portland. Divers went down to inspect the hulls. After repairs are completed the boats are to have another speed trial.

SOUND WARNING TO
WOULD-BE SMUGGLERS.

A warning note is being sounded by customs authorities in Manila to persons who may be contemplating the smuggling of any article into the islands in the future. So many cases have been detected lately in which well known Manilaans have been implicated in the smuggling of silk dresses and other goods from China that special vigilance is being maintained by the authorities at the ports to prevent the entrance of any dutiable article without the necessary payments.

The biggest case of late was the smuggling into port on the fifteenth of two silk lace dresses from Chefoo in which two well known ladies and a steamship officer were implicated.

The ladies in question made a friendly call on the officer, but the suspicious of the customs officers were aroused and they shadowed them.

At the trial one of the ladies said that the property had been worn by her daughter in Hongkong and that she carried the dress, which is of very fine material, off the boat in her hand satchel. Later it was proven that they had both worn them off of the boat under their other clothing and that the dresses were now having just come from a college in Chefoo.

The ladies were both required to pay the local value of the dresses in question, plus the lawful duties whereupon the articles were returned to them. The ship's officer was fined P. 250.

Another case that happened the same trip and implicated another officer of the same vessel was that of a bonnet which was worn off the boat by a woman who had previously been seen to board it bareheaded. This woman in question was also fined the value of the hat, plus the duties, and the officer was fined P. 100.

To date the particulars of cases and the names of the parties implicated in such operations have not been made public by the customs authorities but announcement was made that hereafter any cases of like nature will be thoroughly aired to the public in an endeavour to stop the practice.

TROUBLE AT A LEVEE
IN MELBOURNE.

Melbourne, June 26th.—A remarkable series of incidents has marked the final Coronation Levee held by the Governor-General, the Earl of Dudley, at the Government House, Melbourne. Whether by accident, as the Ministers claim, or by design, as the Governor-General puts it, not a single member of the Cabinet of the Commonwealth put in an appearance at the function. Lord Dudley, indignant at what he considered to be the slight put upon the representative of His Majesty, summoned the acting Premier, Mr. Hughes, to Government House and demanded an explanation of the Ministers' non-attendance. Mr. Hughes explained that the occurrence was purely accidental, and in no way the outcome of concerted action among the members of the Government. The Governor-General, taking the explanation to be insufficient, upbraided the acting Premier for having failed in his duty. Mr. Hughes retorted that Lord Dudley was the last person to accuse anyone of not doing his duty. An acrimonious discussion followed, and when the Minister had departed His Lordship wrote to the Cabinet asking for an explanation.

The unfortunate incident arising out of the non-attendance of the members of the Commonwealth Government at the Coronation Levee given by the Earl of Dudley at Government House, Melbourne, has been settled satisfactorily. The Ministers have explained—as they did when first approached—that the occurrence was purely an accidental coincidence, each of the members of the Cabinet leaving it to someone else to put in an appearance. The Earl of Dudley has now professed himself satisfied that no slight to the representative of His Majesty was intended and the incident is regarded as closed.

THE QUEEN'S LAUGH.

Mr. Keir Hardie writes of the Queen in terms of high praise in the "Pioneer," a Labour journal published at Morthyr Tydvil. He says:

"At least there is one person at Court in whom I have implicit faith: I mean the Queen. I confess to a weakness for that good lady. She is not of the wax doll or professional beauty type. But she is a handsome woman, or what in Scotland would be called a bonnie woman."

"Queen Mary's features are those of a woman of capacity who in her time has had frequent occasion to assert herself and has done so, firmly and to some purpose. To see her with her children, as I have, and to note her hearty laugh and the perfect confidence existing between mother and sons is all the proof needed of her womanliness. Remembering the tragedy of her girlhood it is not to be wondered at that she shows something approaching contempt for the gow-gaws of society and keeps everyone at arms' length. If all the counsellors fail King George the Queen will not fail him, and it will be well for him if he gives warning ear to her counsels."

Mr. Keir Hardie says there was one name absent from the honours list which should have been there. "I do not mean General Botha or Andrew Fisher. Both were strongly pressed to accept titles and both just as strongly declined. The man I mean is Sir Alfred Thomas. If ever man deserved well of his party it is he. He had been promised a peerage, and on the strength of the promise he allowed himself to be evicted from East Glamorgan."

EAST INDIES PETROLEUM
COMPANY.

Discovery of an Oil Well.

The prospectus was issued on Friday of the East Indies Petroleum Co., Limited. The subscription list opened at Singapore and Penang on the 30th and closed on the 31st ult. The capital is \$1,500,000, divided into shares of \$10 each, all ranking pari passu. Of the total shares, 82,479 are to be allotted in fully paid up shares to the vendors as part of the purchase consideration and the balance of 67,521 shares, less the present issue, will be held in reserve. On the present issue, \$5 per share is payable on application and \$5 on allotment. The Directors are Messrs. Seymour Buckingham and W. D. Fisher of Singapore, Wee Hap Lang and Loke Chow Kit, Kuala Lumpur, and Willem Amos of Sourabaya. Bankers, the Chartered Bank, Solicitors, Messrs. Donaldson and Burkinshaw, and Mr. H. J. de Bruijn of Sourabaya, Auditors, Messrs. Pratt and Co., and Secretaries, Messrs. Welsh and Co.

A telegram was received from Mr. Seymour Buckingham announcing that the first oil well had been struck at a depth of four hundred feet, and that he was making satisfactory arrangements for the sale of crude oil.

The Company has been formed for the purposes of exploiting, acquiring, or preparing of markets, oil bearing concessions or properties situated more particularly in the Netherlands Indies, Borneo, the Malay Peninsula, Borneo and elsewhere, and disposing of the same at a profit; forming subsidiary companies for exploiting and developing the various properties in which this Company is or may become interested; generally dealing in petroleum lands and proving, developing, or working oil concessions or rights; carrying on the business of oil producers and any allied businesses; and for the other objects stated in its memorandum of association. The Company has acquired the rights, under prospecting licenses, to bore for oil in Java and Sumatra and are at present negotiating with a view to acquiring further properties in the residency of Rembang, Java.

JUSTICE DARLING AND
MR. CHURCHILL.

The trial of John Syme, thirty-nine, a dismissed inspector of the Metropolitan Police, at the Old Bailey on the charge of sending a letter (addressed to Mr. Ramsay MacDonald, M.P.) threatening to murder Sub-divisional Inspector Alfred Reed, concluded (the defendant having given evidence) with a finding which Mr. Justice Darling said amounted in law to a verdict of guilty of the offence charged.

The verdict was in these words: We are of opinion that the defendant wrote the letter of June 16 with the object of pressing Mr. Ramsay MacDonald and his friends to support his (Syme's) claim against the Home Secretary and the police authorities. We are further of opinion that he did not intend to murder Reed and that the threat was bluff and made in order to call attention to his grievance.

"Unjust Judges"

Summing up the case to the jury, Mr. Justice Darling read one of Syme's letters, and dwelt particularly on the statement therein that Mr. Churchill referred in the House of Commons to "unjust judges."

"I cannot think that Mr. Churchill referred to 'unjust judges,'" said his lordship, "for Mr. Churchill and every member of his Majesty's Government must know that if a judge is unjust the proper way is not to make observations about him in Parliament, but to take the constitutional means to have him removed from the Bench. If a judge is unjust he is not allowed to sit on the justice seat by constitutional law. I cannot for a moment suppose Mr. Churchill used any such words as 'unjust judges.' If he used any language which could be construed into such an observation, how unfortunate it is when you notice the application of it. One cannot help, as one reads this passage in Syme's letter, recalling a line of Walter Scott:

Many a shaft at random sent,
Finds mark the archer little meant."

"A phrase, whatever it may be, constructed by Syme into the statement that he is himself an unjust judge is indeed a terrible retribution for the use of an incautious phrase, if such phrase were used."

The jury, before delivering their verdict, came into court twice and sought further elucidation from the judge. Passing sentence, Mr. Justice Darling said that if the jury had found that Syme really did intend to murder Alfred Reed he should have sent him to penal servitude. He had also made threats against the King and Mr. Winston Churchill. Accepting the view that Syme was merely vapouring, and that now that he had been thoroughly exposed—he was unable to do any more damage, the sentence which he should pass on him would be one of imprisonment for six months.

His lordship said he should certify that this was a fair case for appeal against the conviction on the ground that it involved a question of mixed law and fact. Syme was also at liberty to apply for bail pending the bringing of the appeal.

SIR JOHN ANDERSON.

"The Daily Telegraph" states:—The appointment of Sir John Anderson to the post of Permanent Under-Secretary of State for the Colonies in succession to Sir Francis Hopwood, has created a good deal of surprise in Civil Service circles, as it was believed in many quarters that the choice would fall upon a member of the Colonial Office staff. Sir Francis Hopwood was appointed to the Colonial Office from the Board of Trade, and previous to his appointment had not much experience of Colonial Office work. His successor, however, has spent the whole of his career in connection with the Colonial Office, which he entered as a second-class clerk in 1879. Sir John Anderson, who is Governor of the Straits Settlements, accompanied the King on his Colonial tour some years ago. The appointment, although not generally anticipated, should prove an excellent one.

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SCRIP ROBBERY.

The further hearing of the case in which Sabapathy, an ex-tamby of the Indo-China Bank, charged with disposing of stolen share scrip to wit, 500 London Asiatics, 350 Chersonese and 100 Kunming was resumed in the third court at Singapore before Mr. Maundrell on the 26th ult.

Court Inspector Bourne appeared for the prosecution and the accused was defended by Mr. P. Sammy.

Mr. Barrant of the bank was recalled, and under cross-examination said that nothing had been suspected of the loss of the shares before advice had been received from London. He (witness) had had the shares in his keeping and nobody except those who had access to his safe knew about them. German should have known of their existence.

Witness could not swear as to whether the Tambies knew anything of the shares. He had heard that German had sold Bertams to Nathan before German left the office. He had only told the manager and the cashier of his firm of the loss. Sabapathy said that German had given him the shares as security for a loan of \$500. He seized the Chersonese and Kunming shares. He had suspected Sabapathy because the shares were missing. Two days after German left he knew that he had been borrowing money from the Tambies. He had taken German to be a very quiet and smart man. Some Mergui shares had been given by German to another tamby for a loan of about \$350. Excepting these two tambies he did not know whether any others had shares.

By Inspector Bourne.—He was surprised to hear that German had taken \$2,588 from accused, but he was also surprised to hear that accused had so much money.

By His Worship.—He had searched the books immediately after receiving the advice of the loss of the shares. It was witness' strong opinion that the tambies suspected that something was wrong. They must have imagined that shares were missing. The tambies must have come to the conclusion that German had stolen some shares. Witness had traced all the shares with the exception of 100 Rombias.

Rengusamy, a tamby of the bank, next deposed as to having lent German \$450 on February 17th this year, and as to informing Mr. Barrant of the loan, after German had left. Sabapathy had also complained at the time of certain loans made to German. German had given him 50 Mergui shares as security and he had eventually shown these to Mr. Barrant. Towards the end of May he had been sent out with a detective to search for German. He did not know that German was wanted for having stolen shares. On June 21st and 22nd he had been sent to search for Sabapathy in company with a detective.

G. A. Ahin, clerk in Messrs. Syme, deposed as to the accused's enquiry as to the value of the 500 London Asiatics and as to their subsequent disposal to Fraser and Co.

His Worship at this point discharged the accused, without calling for evidence for the defence.

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Y14.95	Y14.95	Y14.95	Y14.95	Y14.95	Y14.95
Y11.50	Y11.50	Y11.50	Y11.50	Y11.50	Y11.50
R 9.60	R 9.60	R 9.60	R 9.60	R 9.60	R 9.60

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Thurs. Sat. Sun.	Thurs. Sat. Sun.	Thurs. Sat. Sun.	Thurs. Sat. Sun.	Thurs. Sat. Sun.	Thurs. Sat. Sun.
Y14.95	Y14.95	Y14.95	Y14.95	Y14.95	Y14.95
Y11.50	Y11.50	Y11.50	Y11.50	Y11.50	Y11.50
R 9.60	R 9.60	R 9.60	R 9.60	R 9.60	R 9.60

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Hongkong, 28th June, 1910.

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Daily—\$36 per annum.

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The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

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There will be no rebate to Missionary subscribers as heretofore.

By Order,

"HONGKONG TELEGRAPH."

Hongkong, 22nd December, 1908.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, FRIDAY, AUGUST 4th, 1911.

JAPAN'S FIRST GREAT CHARITY.

Perhaps the first instance of public charity in Japan, on a large scale, is the gift of the Emperor of one and a half million yen for the relief of the poorest classes, by the provision of free or exceedingly cheap medical relief. Following closely as it does upon the anarchist plot, for which Kotoku and eleven of his associates suffered death, it has been thought by some that there is a relationship between the gift and the unpopularity of the sentence, which gave Kotoku over to death. This we venture to think is not the case, but believe that purely philanthropic motives only underlie the gift, and that the money was given solely for the good that it should do. The immediate effect of the gift was to set an example, which many of the Japanese have been only too ready to follow, and early in May it was decided at a very influential meeting to take steps for the augmentation of the Emperor's gift till the very large sum of 20 million yen is accumulated for the object in view. The need of the Japanese for cheap medical treatment is only too evident if the figures of a German scientist are taken into consideration. Taking the assumption that one fatality occurs in thirty-four cases of illness, the annual deaths in Japan being 1,000,000, it would be a justifiable deduction that the number of cases of illness throughout the year would be somewhere in the neighbourhood of 34,000,000. Supposing only one per cent. are in needy circumstances, and unable to afford the ministrations of a doctor, then 340,000 require medical succour each year. These figures are not the result of a vapouring imaginative mind, but have the backing of an excellent statistical journal, so that a serious state of affairs is shown in Japan which this princely gift will tend to alleviate. There are, comparatively speaking, no public charities. They would not be very flourishing if they did exist, for at the present time the nation's race for power, the increasing burden of armaments and the hurry for up-to-date development, are involving expenditure, which is proving a burden to the tax payer. Consequently the establishment of hospitals, which in an ideal state should be the primary care of any government, has been left over. Charity did not exist to a large enough extent, has been left over. The nation's income was devoted to other channels. Yet the gift of the Emperor and the loyal seconding of his subjects in the matter are significant indications of the gradual change that is coming over the East. It has been said, more than once, that egotism is one of the traits of Oriental character. In the past it undoubtedly was true. "What can I get for myself?" was the eternal question, if not on the lips at least in the mind, and, as a result, the duty of one citizen to his poorer neighbours has been lost in the sublimity of the glorious "I." The present movement is an unmistakable indication, showing an awakening consciousness that poverty, whether due to misgovernment, natural calamities, personal defects, or other causes, is when it grows too great, likely, ay, almost bound to produce disquieting political consequences. Perhaps Japan is learning from the great mistake of her erstwhile enemy, Russia, that to ignore the poor is fatal. They are unfortunately in the majority, and whether the gift of the Emperor has a political significance or no, it must be welcomed as a means towards the alleviation of misery and distress, that is known to exist in the Land of the Cherry Blossom, as well as in other lands.

DAY BY DAY.

Mind is the great lever of all things; human thought is the process by which human ends are alternately answered.

The Dairy Farm Company, Limited, sued D. Doward in the Summary Court this morning for the sum of \$13.20 for goods supplied. An assistant in the employ of the plaintiff company in the absence of the defendant proved the claim and judgment was entered accordingly.

The Ayer Panas Case.

It is anticipated that the first hearing of evidence in the prosecution against the directors of the Ayer Panas Rubber Estate, Ltd., will be taken by Mr. Firmstone, senior magistrate, on Wednesday next.

The Bijou Theatre.

Rolling back farce is the order of the day—or evening—at the above. The antics of Mr. Frank Molrose are scorchingly funny, while a sketch by Miss Violet Bonnetta and Mr. Bob Stephenson is well received. The pictures are all good.

Sikh Sues Sikh.

The rather unusual spectacle of an Indian watchman suing another of his ilk was witnessed at the Summary Court this morning, when Manna Singh sued Sowah Singh to recover the sum of \$59. At first defendant denied liability but later said he owed \$59. An order was made for the payment of monthly instalments of \$5.

Armed American Liners.

Mr. McKenna, replying to Mr. Middlemore in the House of Commons, said the Admiralty had no official information to the effect that the Norddeutscher Lloyd and Hamburg-American lines had carried guns and ammunition since 1900, and also trained gunners; or that Austria-Hungary had adopted a like plan, and that Italy now required all large vessels of the principal lines to carry a war armament, consisting of one 4.7 in. gun and six 3 in. twelve-pounders.

Domestic Buildings.

The domestic buildings of the City of Victoria number 9,694 (exclusive of Barracks and Police Stations), of which 930 are Non-Chinese dwellings, while there are also 163 European dwellings in the Hill District. The number of new houses completed during the year was as follows:—City of Victoria 45, Kowloon 15, Outlying districts 30, and Peak 3, making a total of 93 as against 128 in 1909. In addition to the above, miscellaneous buildings such as offices, godowns, etc., were erected to the number of 61,—78 in 1909.

Strength of Fleet in Hongkong.

According to the latest returns, the average strength of the British fleet was as follows:—British permanently in the Colony 416, British occasionally in the Colony 5,237, Chinese permanently in the Colony 150, Chinese occasionally in the Colony 150,—making a total of 5,953. For the purpose of estimating the population it is considered a fair average to include one-third only of those "occasionally" resident in the Colony; this gives 1,746 and of these 50 are Chinese.

Garrison Orders.

The following paragraphs are taken from the garrison orders published under date 3rd August:—Extract from the "London Gazette," dated 4th July, 1911, is published for information:—War Office, 4th July, 1911.—Regular Forces. Royal Regiment of Artillery.—The promotion to the rank of Major of Captain William G. Lydden is ante-dated 28th April, 1911.

A Board of Officers, composed as under, will assemble at 10 a.m. to-morrow, 4th instant, at 1 and 2 Antrim Villas, corner of Chatham and Observatory Roads, Kowloon, for the purpose of inspecting and reporting upon the houses in question as to their fitness for occupation as Officers' Mess and Quarters.—President: Major W. M. Pyne, R.E. Members: An Officer, R.E., an Officer, 8th Rajputs, an Officer, R.A.M.C., A.S.O. Officer i.e. Barracks. Proceedings to be forwarded to O.C. A.S.O. Baiting.—Owing to the matchless at Lok Lo Ha having been destroyed by typhoon, baiting at that place is cancelled until further notice.

At Gibraltar there are only two cows, and now one of them is ill. That is bad. So bad, indeed, that it causes one of our contemporaries to say, "It reminds me of the Island of Skotland, where there is only one tree." There was another, but it died." About as apropos as you can have it.

Refusing a Fare.

At the Police Court this morning a rickshaw coolie was summoned for refusing to take a fare when asked to do so. Mr. Wood, before whom the case was tried, fined the man \$5.

Not Proven.

An Indian motor driver was also charged before Mr. Wood with driving his motor car in a reckless manner and in excess of the speed limit. Mr. Wood found that the evidence was not sufficient and discharged the man.

Found in the Water.

Last night the police at Yau-tai-ti found floating in the water the body of an Indian watchman employed at the coal godowns. It is supposed to be a case of accidental drowning.

The Printers' Guilds.

The five Guilds, comprising the Compositors in European employ, those in Chinese employ, Bookbinders, Printers, &c., have been summoned by circular to meet to-morrow night; the result of their deliberations will be awaited with interest.

Another Armed Robbery.

A case of armed robbery is reported from Tai-o, particulars of which are very meagre. From the information to hand, it appears that a man entered a shop armed with a chopper and terrified the inmates. While they were still under the influence of terror the man got away with goods that are valued at two hundred dollars.

Rough on the Ducks.

An old woman was charged at the Magistracy to-day with killing five ducks that were not her property and was bound over in the sum of twenty-five dollars to keep the peace for six months. It came out in the evidence that the deceased ducks were in the habit of straying into the defendant's ground and in a fit of aggravation she killed the erring ones.

Boat Population.

The Chinese boat population (exclusive of the New Territories), is estimated for 1910 as 48,010 and the number of boats belonging to the Port and the villages of Hongkong, is as follows:—

Passenger boats.....	3,040
Cargo boats.....	1,277
Steam-launches.....	271
Lighters.....	166
Harbour boats.....	1,607
Fishing boats.....	4,180
Trading junks.....	1,690
	12,231

This gives an average of 3.9 persons per boat. The number of boats enumerated at the Census taken in November, 1906, was 6,450 but this was only a month after the great Typhoon by which many boats were destroyed. There are in addition 9,553 boats in the New Territories.

Sanitary Condition of the Colony.

The "onchelo question" has for many years been one of the most difficult problems in connection with the sanitary welfare of the Colony, but it would seem that at last, it has been solved in a satisfactory manner, by the enactment of stringent regulations combined with considerable latitude in their practical enforcement. The Public Health Law of the Colony prohibits the erection of cubicles in ground floor rooms and limits those on upper floors to two in number, while it also limits the height of the partition walls to six feet and regulates their construction in certain other directions, but a discretionary power is granted, by the Ordinance, which has now been vested in the Medical Officers of Health, and they have thus been enabled to permit the erection of a larger number of cubicles on any floor, wherever the lighting and ventilation of the premises have been found to warrant such a concession. As a result, only 14 prosecutions for illegal cubicles were necessary during the year, the fines amounting to \$85. In connection with anti-plague measures to render houses as far as possible rat-proof, 324 ground surfaces in houses have been repaired and 1,675 buildings have had rat-runs filled up with cement.

TRADE OF THE YANGTZE PORTS.

Suppression of Opium.

In the freshly issued returns of the Statistical Department of the Imperial Maritime Customs for the past year, the Acting Commissioner of Customs at Chungking says:—

The suppression of opium growing ordered by the Viceroy in the autumn of 1909 was vigorously enforced throughout the year, and, although landowners and farmers did not always willingly submit, the restrictions were carried out and met with success. In consequence, it can now be safely said that practically no opium is grown in the province at present. This, of course, has resulted in a falling off of the export of opium; the exact figures will be found in a subsequent paragraph. The important position hitherto held by native opium in the commerce of Szechwan can be gauged from the fact that in 1907 Mr. McAllum (then Assistant-in-Charge at Chungking) computed, with every reserve, of course, the total yearly production of marketable opium in the province at about 175,000 piculs. Of this he estimated about 120,000 piculs were consumed locally and the rest exported to other provinces. Taking the average price of the year 1906 (a time when the price of the native drug was not yet enhanced by the threat of prohibition) at the low figure of 11k. Tls. 200 per picul, the total value of the drug produced during that year may be put down at 35 million taels, and of the drug exported to other provinces at 12 million taels. These figures do not claim to be accurate, but they may be taken as probably being well under the mark.

It is evident that the disappearance of such an important item among its products must have far-reaching effects upon the general commercial conditions of the province; a very serious decline in the price of land suitable for opium growing has already set in and it is gratifying to note that the seriousness of the situation has been recognised. In order to try to fill the gap caused by the disappearance of opium, officials and merchants have combined in their efforts to expand and improve existing, and to introduce new industries and agricultural methods. Commercial enterprises have been encouraged and facilitated by advancing monies from official funds, and experiments are being made with agricultural products hitherto unknown in the province. Large areas hitherto under poppy cultivation are now planted chiefly with beans, ground-nuts, and wheat, and attempts are to be made to introduce the cultivation of cotton on a large scale.

Ichang.

A prominent feature in connection with the trade of Ichang for 1910 was the advance made in steam navigation on the Upper Yangtze and the successful running of the s.s. Shantung between this port and Chungking. The year's trade was on the whole disappointing, the depression which prevailed in 1909 having continued throughout the greater part of the year under review. The steady influx of coolies for the construction of the railway from Ichang to Szechwan had the effect of considerably raising the local prices of all necessities of life, the price of rice having risen during the summer months to the abnormally high figure of 13,000 cash a shih (200 catties). Good autumn crops, however, brought the price down by about 35 per cent.

The agricultural year was not unsatisfactory. Though the wheat and bean harvest at the end of May were not abundant, owing to snow and heavy rains in the early spring, the cotton crop, the most important one in this district, was the best for many years past. The price of raw cotton at the end of September was 30,000 cash a tan (130 catties), against 40,000 cash in the previous year. The other autumn crops—millet, maize, and sweet potatoes—were equally satisfactory and, with dry weather, were harvested in good condition. The river reached its highest point in September—40 feet 3 inches, which is low in comparison with other years.

Floods in Shensi.

The Customs Commissioner at Shensi states in his report that it is estimated that over 600,000 people in that intendancy alone were rendered homeless by the great floods of 1909, the majority of whom became entirely dependent upon support from official and private sources. At the commencement of the year 1910 famine relief operations had already been actively pursued for a month at the sheds situated a mile below Shensi, where about 4,000 people had been accommodated and money, clothing, and food distributed to the absolutely destitute—women, children, and decrepit men alone being admitted. During January snow fell to a depth of 3 inches and unusually cold weather prevailed; accompanied by hard frost, the result of this inclemency being that a considerable number of the refugees succumbed to the intense cold coupled with an insufficiency of food and other privations. Small-pox was also prevalent in the district.

Changsha.

When the Changsha shipping season opened on 1st March the general outlook for the coming year was of the gloomiest nature. The short crops of the previous year, and the heavy shipments of rice to Hankow to meet the great distress in that neighbourhood, had sent up the price of rice to over 8,000 cash per bag, and local stocks were almost depleted. Prohibition against the export of rice and paddy was instituted from the 7th April—too late, however, to have any beneficial effect, and only the prompt opening of the government granaries and the importation of foreign rice for charitable relief could have allayed the sufferings of the poor, whose staple article of diet had been doubled in price. It was generally felt that trouble was brewing; but when it came it came suddenly and without warning, the immediate cause being one of those unforeseen happenings that are so hard to deal with. On the 13th April the suicide of a whole family, one member of which had already died of starvation, led to an excited gathering demanding the reduction of the price of rice and the immediate opening of the granaries—promised, but postponed for another month.

Yenchow.

The year 1910 was a comparatively poor one, viewed from the revenue standpoint. The total collection was 11k. Tls. 28,691, as against 11k. Tls. 51,804 for 1909. The decrease was mainly due to the absence of rice from the export list, except in very small quantity.

Hankow.

The year opened with trade improving in spite of adverse conditions. The weather was phenomenally bad, especially for tea, and the province was suffering severely from famine. Refugees crowded into Hankow and heavily taxed local resources for their relief, until the rice crop came in. Many of these unhappy persons left for down-river ports and Shanghai en route for Manchuria, but the greater number have returned, and the rest are expected to come back. The price of all food-stuffs rose to a very high point, and on Changsha stopping the export of rice, the Chinese authorities had to import large supplies from abroad, of which a quantity was in the end left on their hands, as when the local rice crop matured it was exceptionally full. The early months of the year were also marked by gambling in native opium.

Kluksang.

The trade of 1910 may be characterised as normal, and merchants generally are not dissatisfied with their year's work. The low price of copper cash interfered somewhat with the profitable sale of goods originally purchased in silver, but generally speaking the returns have been satisfactory, and there have been no failures of any importance for which traders can be held responsible. Two or three small banks have had to close their doors, but it has been on account of the failure of their correspondents elsewhere. Opium dealers are said to have made the heaviest profits, though the bankers have done well too. Sugar merchants, perhaps, were the least fortunate, as their main stocks arrived on a falling market. In the first half

of the year rice was very scarce and sold for as much as 9,000 cash a picul. Fortunately, both the June and autumn harvest were above the average throughout the province, and the water in the Yangtze did not rise high enough to encroach upon the area of cultivation.

MARINE COURT.

Disobeying Orders.

Commander Bockwith had before him, this morning, a case in which three Chinese coxswains of steam launches were concerned. They were Leung Yau, of the Astor House Hotel launch, To Kam Wing, of the Brooma, and Leung Ping, of the Wo On, all of whom were charged at the instance of L. S. W. Thompson, with disobeying the lawful orders of the Harbour Master on the 25th ult.

The case for the water police was to the effect that, in defiance of the harbour master's orders to the contrary, these three launches were seen to be alongside the gangway of the s.s. St. Albans all at one time.

The commander, in fine the men fifteen dollars or one month's hard labour each said that this sort of thing would have to be stopped. The men seemed to think that because there had been no previous conviction of this kind the order that he had made was a dead letter. He had given an order that only two launches were to be alongside at one time and his order would have to be obeyed. He did not send these orders round to the people concerned, for fun. They were for the convenience of the passengers. It was not nice for them to have to climb over two or three craft to get to the launch that they wished.

THE SANITARY BOARD VACANCY.

No One Wants the Position.

Following on the resignation of Mr. Shilton Hooper, over the question of the inclusion of certain words in the preamble of some new bye-laws, H.B. the Governor ordered that an election to fill the vacancy, thus created, should be held on Tuesday next. The last day on which nominations could be sent in was yesterday, and on enquiry we learn that no nomination was made on that day. Consequently there will be no election.

BELILIOS PUBLIC SCHOOL.

Presentation of Prizes.

Some five years ago, Mr. R. E. Bellios, while on a visit to this Colony, intimated his intention of presenting annually to the pupils attending the school so generously built and presented by his late father, seven handsome prizes to be competed for at the close of the Midsummer Term. The subject was to be English Composition, and the excellence of the essays recently sent in by the various candidates testifies to the valuable stimulus provided by these prizes in this important subject—always a difficult one for youngsters and specially so for native children. This year the prizes have been awarded as follows:—Class 1, Emily Ahwee; Class 2, Cheung Pook To; 3, Mabel Chongloy; 4, Florence Chennalloy; 5, Emily Barros; 6, Ng Yuen Yin; 7, Dollie Baker.

Unclaimed Telegrams.

List of unclaimed telegrams lying in the Grant Northern Telegraph Company's Office at Hongkong:—Keechong, Kungtion-cheng, Limon, Shopardson, Army Navy Club.

Last Night's Storm.

The black typhoon came remained displayed yesterday until dark, when it was replaced by the vertical light corresponding. It was again hoisted this morning. During the night, a very high wind prevailed, accompanied by heavy rain squalls. No serious damage has been reported to the police. Some of the small private launches on the water, from sustained slight damage from the belterous waves. This morning the gale still continued to rage and the harbour was deserted by all the sailing craft and most of the launches seeking shelter in the typhoon refuge. This sail was of some of the river steamers was also interfered with.

CAPTAIN'S WRONGFUL
DISMISSAL.

Was Action in Summary Court.

In the Summary Court this morning, Mr. Justice Gompertz, Puisne Judge, delivered judgment in the case in which Captain Tom Austin, Master Mariner, brought an action against the Chi Wo Company, of 20, Wing Wo Street, shipbuilders, to recover the sum of \$870, for damages for wrongful dismissal from defendants' employment as Captain of defendants' steamship Hoi Ming. The claim was made up as follows:—Three months' salary in lieu of notice at \$240 per month, \$720; lodging for three months at \$50 a month, \$150. His Lordship, in the course of his written judgment, said:—

This is an action for damages for wrongful dismissal by the master of a local passenger ship. There are two defences—justification—the employers maintaining that they were entitled to dismiss the plaintiff for negligence and failure to properly discharge his duties as master. Secondly the employers say that under an oral agreement made between themselves and the master on his appointment, the engagement was to be terminated by twenty-four hours' notice on either side. There were also insinuations—they are nothing more, for they were not supported by evidence—that the plaintiff in breach of his duties to his employers comported himself towards passengers, Europeans and Chinese. Now as to the defence of justification: this was based upon certain evidence given by plaintiff himself and by several witnesses for the defence—the mate, Chief Engineer, Comproadore and second pilot—to the effect that regular watches were not kept on board. It appeared from the plaintiff's own statement that he and the mate usually took the vessel out of harbour at 9.30 p.m. After Captain Austin the mate was busy with the tickets. The captain remained on deck until past Castle Peak—for one and three quarters to two hours. After that he would chat with passengers for two or three hours being on deck again at the Chain Rocks. In open waters the captain stated that he left the vessel to one of the Chinese pilots of whom he carried two. These pilots are unlicensed, merely Chinese seamen with good local knowledge. One of the pilots who was called as a witness stated that he possessed a coxswain's certificate. The captain said that the vessel was in charge of the pilot for perhaps three hours, but that the mate was knocking about part of the time. He added that he considered he did his duty, that he followed the custom, and he went on to state that in fact he himself was always in charge of the ship and that it was incorrect to say that the pilot was in charge. He himself was always on the bridge and was in and out the whole time and the pilot never knew when he was going to pop out. The Chief Engineer's evidence was to the effect that several times having to report temporary breakdowns in the machinery he found neither the captain nor the mate on the bridge, and he then reported to the pilot. He stated to me, when I recalled him, that, as the practice was not to keep watches, he did not trouble to call the captain if the latter was not on the bridge, but reported to the pilot for whoever he found there. He proceeded: "No doubt if I had pushed open the swing door, I should have found the captain in the cabin," and again: "If the telegraph rings the captain is out immediately. Should I want to stop before the telegraph I am out before him." Then comes the mate whose evidence does not differ materially from that of the captain. I summarise it as follows:—"Since the 1st of July when plaintiff left the ship the (now) captain and I kept regular watches. When the telegraph was there there were no regular watches. I never kept strict watch under the plaintiff. Plaintiff never kept watches in open waters. The captain said I need not keep regular watch—it was not necessary." In cross examination he said that the captain was a careful navigator and attended to his duties in a proper manner. The next witness was the second pilot. This man was from the 20th day on the ship

with plaintiff. He says—again I summarise—"I very seldom saw a European on the bridge—I never saw the mate on the bridge except when entering or leaving port. When leaving Canton the captain was on the bridge. After leaving Whampoa he was sometimes on the bridge but more often not there. After Whampoa the captain remained about ten minutes on the bridge. In my watch after the captain left I got orders from no one. For the rest of the watch, I was in sole charge of the ship till I handed over to No. 1. Now and again the captain came out. Once the captain had left the bridge I saw him once or twice in twenty days. Most days he never came out." The Comproadore's evidence is merely that he visited the bridge at night on several occasions and found neither the captain nor the chief officer there. Then the defence called Mr. Edward Jones, Acting Assistant Harbour Master of the Colony, as an expert witness. Very early in the case I stated that had I known what the issue was likely to be I should have insisted on having a marine assessor. An adviser on the bench to whom the judge can put his difficulties and get counsel and explanation, is much more helpful in a case of this sort than an expert witness in the box. I should like to have notice in future beforehand when any similar case is coming on for trial. Now the gist and substance of Captain Jones' evidence is contained in the last few lines of his examination in chief which I reproduced. He said: "On the captain's own evidence in the box this morning he has been guilty of breach of duty—a serious breach of duty, such as would imperil the ship and lives in her." In cross examination he said:—"I have no local knowledge of Canton waters. I don't know the state of water at Castle Peak or Chain Rocks. I can't say if captain and mate in Chinese owned boats keep watch—it is their duty to do so. The other keeping watch should be in communication with the man at the wheel and close to the telegraph, that is on the bridge. The captain may slip into his room to light his pipe—in and out—at his own risk—they always do. If the engineer went to the bridge to report, and could find neither captain nor mate that would be a serious dereliction of duty. It is a serious thing to be off the bridge when the vessel is under way—there would be more risk in narrow or crowded waters, but the principle is the same. Now I will confess that when I heard this testimony I thought the case was at an end, and subject to any rebutting evidence the plaintiff might call I was prepared to give judgment immediately for the defendants. I refused Mr. Stevenson leave to call evidence to prove that the plaintiff's practice was usual and ordinary with other boats of this type, for if a practice is really wrong and indefensible I suppose it can be no defence merely to prove that it is usual and prevalent. Finally, however, it seemed to me not to be altogether fair to decide adversely to a man in a matter of his professional duty and competence on the authority of a single expert, however skillful, an expert moreover who came into the case not with an independent and quasi judicial status as an assessor does, but merely as a witness called by the other side. I need hardly say that I am in no way reflecting upon Captain Jones' impartiality. I am quite sure that he gave his evidence with scrupulous fairness, and he was very careful to state that he had no local experience and did not know the Canton waters. I therefore reserved my decision and with the consent of the parties I have called in the assistance of Captain Pybus, R.N.R., an officer also of very great experience and with personal knowledge of the China coast and river service, who moreover has frequently served on Marine Boards of Enquiry. I am infinitely obliged to him for his trouble and for the assistance he has given me. I proceeded as follows:—I first read over the part of each witness' evidence relevant on this point and then put my questions to Captain Pybus. As to the plaintiff's evidence as to the duties left to the Chinese pilots and the course of himself and the mate I put the following questions (1) Does this describe

the usual course of duty on river boats carrying only two officers? (2) If so is this under the circumstances a proper and seamanlike way to run the ship, or is it negligence, and behaviour calculated to imperil the safety of the vessel. His replies were:—(1) "I believe this to be the usual course of duty not only on West River boats but on the Yangtze. (2) It is quite in order and reasonable. The captain is always available and can be called and provided he is on the alert it would not be proper to interfere with the pilot who has local knowledge. The pilots are very competent men. I consider the practice described in the captain's evidence seamanlike and reasonable. I then requested Captain Pybus' opinion on the Chief Engineer's evidence. The comment was "If bearings got heated the engines should be stopped at once and a report made to the bridge as soon as possible afterwards. The captain might easily not be on the bridge if the engineer went up at once; that the captain is not immediately if the telegraph rings shows him to be on the alert." On the pilot's evidence the comment was "The pilot was not in fact in sole charge of the ship merely because he was alone on the bridge. He would be perfectly capable of navigating the ship in ordinary circumstances, and if the captain was at hand and ready, that would be quite sufficient. That the captain came out when the boats were rather thick shows him to have been on the alert." On the mate's evidence the comment was as follows:—"The captain should be on hand, not necessarily on the bridge. There are no rules; the matter must be left to the discretion of the master. If he is at hand so as to be called at once, that is sufficient. Chinese pilots are as competent as anyone. The evidence does not necessarily prove negligence. I have followed this practice myself on the Yangtze. If the vessel wants to anchor—comes to a station—or there is a fog then the captain is called. The mate's evidence is perfectly consistent with the opinion he gave in cross examination that the captain is a careful navigator and attends to his duties in a proper manner." I then put a further question: "If the practice under Captain Austin was proper, diligent and seamanlike why should it have been altered on dismissal when a new master took command?" Answer: "I regard the system under Captain Austin as a reasonable one for voyages of this sort with a vessel carrying only two officers. Any regular system of watch and watch about on a river boat carrying only a captain and a mate must be illusory. The mate is on special duty before arriving in port—in port he is busy with passengers and cargo. He has many duties in connection with tickets. It is necessary for him to have reasonable time for sleep. I regard it as physically impossible for a man with so much to do to keep his regular watches satisfactorily. Nor would it tend to efficiency to have the captain always on the bridge. The system described by Captain Austin is perfectly reasonable and the best possible in all the circumstances of the case." I am quite prepared to accept the opinion of Captain Pybus in a subject matter in which he is thoroughly at home and his reasons seem to me, as a layman, good and sufficient. But even were I not ready, as I certainly am, to accept his conclusions, it is clear that if the matter is left in my uncertainty then when two professional experts differ so widely on a matter of professional duty as do the assessor and the expert witness in this case it is not competent for me to find the plaintiff in fault. The burden of justification being, of course, on the defendants, if at the conclusion of their case I cannot come to a conclusion in their favour then evidently they have not done what they were bound to do. But the plea fails for yet another reason. I have no doubt that the practice on local river boats is exactly what the plaintiff said it was with regard to the keeping of watch and the responsibility of the pilot. My assessor so holds and I am ready to agree with him. I have also no doubt that the plaintiff ran his ship on these very lines from the date of his appointment as master in March 1910. Nor can I have with me doubt that his

owners know very well what he was doing, they had of course ample means of knowledge, and that they fully concurred in what was going on. This being so, one would expect that if at any time they came to consider that regular watch ought to be kept they would as fair and reasonable men notify the master of their desires. It follows then that when after all these months they put forward suddenly and without any previous notice, the failure to keep regular watch as a ground for summary dismissal, they make it very difficult to believe that the ostensible ground is the real one. Nor do I myself believe it. In my opinion the defendants had some collateral motive for wishing to berid of plaintiff. Suggestions were made in cross examination that they had found him lacking in consideration to passengers. No doubt acts of deliberate discourtesy if brought forward to the captain of a passenger steamer would give his owners ample justification for summary dismissal. But nothing of this sort has been proved. I think it quite possible that the captain's measures with troublesome passengers were on the regular side—perhaps he was sometimes not as careful as he might have been; possibly defendants thought they would like to have a milder mannered man in command. But this is nothing but conjecture. I come next to the second plea—that there was an oral agreement for the determination of the engagement on twenty-four hours' notice. It has been repeatedly held in this court that, special agreements apart, three months' notice of dismissal is reasonable for the master of a vessel. The burden of proof is of course on defendants and I will say at once that they have failed to convince me that the alleged agreement was ever made. It was pointed out that on several previous occasions, the plaintiff's service as master had terminated very suddenly but he alleges that it did so on each occasion by mutual agreement and in any case the defence is not that the agreement for twenty-four hours' notice is a usual or ordinary one but that it was a special measure expressly insisted on by the directors because the plaintiff had given them trouble on previous occasions. It is very likely that when the directors engaged the plaintiff at the request, as they put it, of a third party, they felt they were conferring a favour on a man out of employment. They may have thought that under the circumstances it would be only fair that they should not be bound by the three months' rule. But they failed to satisfy me that any such reservation in their favour was insisted on by themselves or assented to by plaintiff. Plaintiff stoutly denies it and I accept his denial. Possibly the three months' rule is a somewhat one-sided operation. I mean that in the passenger trade where competition is keen owners may feel that they are losing business through some idiosyncrasy of a master, which at the same time gives them no grounds for summary dismissal. Then they are in a dilemma. Payment down in cash of three months' full salary might be a heavy charge on the earnings of a small local steamer. On the other hand if they give three months' notice they may fear that the captain having no further occasion to consider their interests may do serious injury to their business before the period of notice runs out. I admit the difficulty but the remedy is in the hands of the owners. They alleged on this occasion an oral agreement. If a master is really to agree to accept summary notice, there is no reason whatever why he should not be required to put his agreement in writing. I have suggested that course before on a similar occasion. This is a lengthy judgment but I wish to have the facts and my findings on them clearly set out in the event of an appeal. As the defendants' two pleas have broken down it follows that the plaintiff must have judgment. Three months' salary he is entitled to. As to the quarters he is not out of pocket through the dismissal as he had this payment to make while still in the plaintiff's service. I disallow this part of the claim. But the point was not argued and I am willing to hear

the parties in Chambers if plaintiff presses this point and his solicitor really thinks he has any case. Subject to this there must be judgment for plaintiff for three months' salary at \$240 and the costs of the action.

Mr. Lewis (for the defendants) asked for a stay of execution in view of a possible appeal.

His Lordship said that there seemed to be no grounds for the application.

Mr. Lewis—I believe the usual practice is to have the money paid into Court.

His Lordship—In a case like this, the plaintiff should file a declaration that in the event of the decision being reversed, the amount will not be withheld.

Mr. Lewis—The position, my Lord, is this. The Captain proposes to go home to England and if we bring the appeal, our money will be gone.

Mr. Stevenson (for the plaintiff).—If the other side wants to appeal, I would ask that they put the matter through as expeditiously as possible.

After further argument, it was agreed by the plaintiff to give an undertaking that he would not run away.

DREDGING MACAO
HARBOUR.Alleged Breach of Treaty
Stipulations.

THE "TELEGRAPH" CORRESPONDENT.
Canton, Aug. 3.

It is reported that H.E. the Viceroy has received an urgent telegram from the Cabinet Ministers, criticising the action of the Macao Government in dredging Macao Harbour and stating that they regard it as a deliberate defiance of treaty stipulations.

The Cabinet Ministers informed the Viceroy that negotiations are progressing between the Ministry of Foreign Affairs and the Portuguese Minister in Peking over the matter, as they are afraid that ignorant villagers of Hongshan may break into open agitation against the Portuguese, resulting in diplomatic complications.

The Viceroy is advised to instruct the civil and military authorities of Hongshan and Chinshan to station more soldiers in the two places, and at the same time to advise the people not to create trouble with the Portuguese. The request has been complied with by the Viceroy.

The society for upholding the Macao delimitation question has submitted a petition to the Admiralty for the despatch of cruisers to Macao, as the members of the society consider this is the only solution of the problem.

ALLEGED OUTRAGE.

Against Chinese Official.

THE "TELEGRAPH" CORRESPONDENT.
Canton, August 3.

It is reported that the Deputy of Foreign Affairs at Pakhoi has reported to the Canton Viceroy that the captain of the steamer Honai is alleged to have ill-treated a Chinese investigating and detecting official and begged the Viceroy to write to the French Consul to have the Captain dealt with, and the steamer's Comproadore handed over to the Chinese authorities for punishment.

It appears that while the steamer was at Pakhoi, the Chinese official came across a boat suspected of carrying and selling kidnapped persons and assaulted a boatman by mistake. The captain, witnessing the incident from his ship, ordered the Chinese official to go aboard. As soon as he was aboard the French steamer, he was placed in irons and removed to the lock-up.

As the case concerns China's international rights, His Excellency the Canton Viceroy has instructed the Diplomatic Commissioner to open negotiations with the French Consul.

Mr. Koir Hardie says that the Peers' Coronation robes reminded him of the Roman toga. As a peer's robe and the Roman toga are entirely different in colour, shape, and the way in which they are worn, you see at once the point of resemblance.

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REMOVED: THE CREAM ONLY.

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FIRE INSURANCE ASSOCIATION OF HONGKONG.

1st MONDAY IN AUGUST.

NOTICE is hereby given that all FIRE INSURANCE OFFICES will be CLOSED for the transaction of Public Business on MONDAY, the 7th August, 1911.

By Order,
A. R. LOWE,
Secretary.
Hongkong, 4th August, 1911. [1294]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

1st MONDAY IN AUGUST.

NOTICE is hereby given that all MARINE INSURANCE OFFICES will be CLOSED for the transaction of Public Business on MONDAY, the 7th August, 1911.

By Order,
A. R. LOWE,
Secretary.
Hongkong, 4th Aug., 1911. [1295]

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[1236]

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From Hongkong
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"EMPEROR OF INDIA".....Sat., Sept. 2. "ALLAN LINE".....Fri., Sept. 29.
"MONTEAGLE".....Tues., Sept. 12. "EMPEROR OF IRELAND".....Fri., Oct. 20.
"EMPEROR OF JAPAN".....Sat., Sept. 23. "EMPEROR OF AUSTRIA".....Fri., Nov. 10.
"EMPEROR OF CHINA".....Sat., Oct. 14. "ALLAN LINE".....Fri., Nov. 10.
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"EMPEROR OF INDIA".....Sat., Nov. 4. "EMPEROR OF BRITAIN".....Fri., Dec. 1.
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All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-.

Passengers for Europe have the option of going forward by any Trans-Pacific Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£43/- Via New York.....£45/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent,
Corner Pender Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)
For Steamship On

MANILA.....YUENSANG.....Saturday, 5th Aug., 2 P.M.

SHANGHAI via SWA.....CHOY SANG.....Sunday, 6th Aug., 11 A.M.

TOW & NINGPO.....TIENTSIN & SWATOW.....Sunday, 6th Aug., 9 A.M.

WEIHAIWEI & C'FOO.....SHANGHAI, KOBÉ & MOJI.....FOOKSANG.....Tuesday, 8th Aug., 11 A.M.

SINGAPORE, PENANG & CALCUTTA.....KUTSANG.....Tuesday, 8th Aug., Noon.

MANILA.....LOONGSANG.....Saturday, 12th Aug., 2 P.M.

SANDAKAN.....MAUSANG.....Saturday, 19th Aug., Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kuda, Lahad Data, Simporna, Tawau, Usukan, Javelon & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215. General Managers.
Hongkong, 3rd August, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR
VANCOUVER, SEATTLE and PORTLAND (Or.) via
SHANGHAI and JAPANESE PORTS.

Steamer	Tons D W	Captain	On or about
"ORTERIO".....	11,000	Jas. Findlay	August 9th.
"SUVERIO".....	11,000	P. Cowley	August 22nd.
"KUMERIO".....	11,000	G. McGill	September 26th.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,

KING'S BUILDING, Praya Central.

Telephone No. 780,
Hongkong, 4th August, 1911.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamers From Expected on or about For Will leave on or about

Tijibodas.....JAVA.....1st half Aug.

Tijmahil.....JAVA.....1st half Aug.

Tijikini.....JAVA.....1st half Aug.

Tijitjap.....JAVA.....1st half Aug.

Tijilwong.....JAPAN.....2nd half Aug.

Tijiaroom.....JAPAN.....2nd half Aug.

Tijipanas.....JAPAN.....1st half Sept.

Tijimanock.....JAPAN.....2nd half Sept.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

Telephone No. 215. King Buildings. (974)

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

DESTINATIONS. STEAMERS. SAILING DATES, 1911

MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....IYO MARU, Capt. R. Takeda, Tons 7,000, WEDNESDAY, 16th Aug., at Daylight.
HIRANO MARU, Capt. H. Fraser, T. 2,000, WEDNESDAY, 30th Aug., at Daylight.
DEN OF CROMBIE, Capt. T. 7,000, THURSDAY, 17th August.

VICTORIA, B.C., & SEATTLE.....SADO MARU, Capt. J. Richards, Tons 7,000, SATURDAY, 12th Aug., from KOBE

VICTORIA, B.C., & SEATTLE via KEELUNG, SHANGHAI, MOI, KOBÉ, YOKOHAMA, SHIMIZU & YOKOHAMA.....AWA MARU, Capt. Inazawa, Tons 7,000, TUESDAY, 15th Aug., at 4 P.M.

INABA MARU, Capt. S. Tomimaga, Tons 7,000, TUESDAY, 12th Sept., at 4 P.M.

SYDNEY & MELBOURNE, via MANILA, THURSDAY, 6th Aug., at Noon.

YAWATA MARU, Capt. T. Sekine, Tons 6,000, FRIDAY, 1st Sept., at Noon.

KOBÉ & YOKOHAMA.....KAMO MARU, Capt. Sumner, Tons 2,000, THURSDAY, 17th Aug., at 11 A.M.

YOKOHAMA.....NIKKO MARU, Capt. M. Yagi, T. 6,000, WEDNESDAY, 30th Aug., at Noon.

SHANGHAI, MOI & KOBÉ.....BOMBAY MARU, Capt. J. Toranaka, Tons 5,000, WEDNESDAY, 16th August.

BOMBAY via SINGAPORE & COLOMBO.....WAKASA MARU, Capt. Nielson, Tons 7,000, TUESDAY, 8th August.

† Fitted with new system of wireless telegraphy. † Cargo only.

* Carries deck passengers. † Calling at Djibouti.

CHEAPEST SUMMER RATES

between

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBÉ	MOI	NAGASAKI
Return.	Return.	Return.	Return.	Return.
1st Class.....	\$120	\$110	\$100	\$90
2nd	\$ 80	\$ 70	\$ 60	\$ 50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. FUSUMOTO, Manager. (5)

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To San.
SHANGHAI.....	"CHENAN".....	5th Aug., 11 A.M.
MANILA, CEBU & ILOILO.....	"TAMING".....	8th .. 4 P.M.
SHANGHAI.....	"LINAN".....	10th .. 4 P.M.
WEIHAIWEI & TIENTSIN.....	"KUEICHOW".....	10th .. 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS.....	"TAIYUAN".....	17th .. 4 P.M.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE.—Twin Screw Steamers "Tea" and "Taming," saloon accommodation amidships; electric fans fitted; extra staterooms on deck; aft, saloon accommodation of s.s. "Kallong" is situated on deck aft.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinkua), with excellent passenger accommodation. Electric light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Friday for the Sunday morning sailings. A Company's launch, leaves Muir's Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 38. Agents. (5)

Hongkong, 4th August, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to

Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

S.S. Alesia.....9th Aug.

Fredericks.....25th Aug.

Suevia.....6th Sept.

Snelsen.....20th Sept.

Bayern.....6th Oct.

For Further Particulars, apply to—

HOMEWARD.

For Havre & Hamburg:

S.S. "Liberia".....7th Aug.

For Rotterdam, Hamburg & Antwerp:

S.S. "Sagovia".....12th Aug.

For Havre, Hamburg & Antwerp:

S.S. "Saxonia".....18th Aug.

For Havre & Hamburg:

S.S. "Sleda".....20th Aug.

For Rotterdam & Hamburg:

S.S. "Rugavia".....22th Aug.

Hamburg-Amerika Linie,

Hongkong Office. (566)

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO.....	4000	M. C. Smith.	MANILA, CEBU & ILOILO	THURSDAY, 10th Aug., 4 P.M.
RUDI.....	4000	S. Crosby	MANILA, CEBU & ILOILO	MONDAY, 21st Aug., 4 P.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 2nd August, 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOL.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Steamship Captain. Tons Leaving

For Freight and Passage, apply to

A. R. MARTY,

24, Des Vaux Road.

Telephone 118.

Hongkong, 12th June, 1911.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
ST. ALBANS.....	28th July	Tuesday, Aug. 22.
EASTERN.....	25th Aug.	Saturday, Sept. 16.
ALDENHAM.....	1st Sept.	.. Sept. 30.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,

Agents. (967)

TOYO KISEN KA SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting at San Francisco with the WESTERN PACIFIC RAILWAY.

THE SAN FRANCISCO SCENIC ROUTE.

The Twin Screw Steamer

"NIPPON MARU" (Capt. W. E. Fluor),

will be despatched from Hongkong on the 18th August next, at Noon, via SHANGHAI and NAGASAKI to KOBE where passengers and cargo will be transhipped to the new and improved triple screw turbine steamer

"SHINYO MARU" (Capt. H. S. Smith),

the latest addition to the trans-Pacific service, and a sister ship of the s.s. "TENYO MARU" and "CHIYO MARU."

This new turbine steamer is replete with every modern convenience. Including a Palm Garden on the Bridge Deck; all state-rooms are outside rooms.

SOUTH AMERICAN LINE.

In conjunction with the National Railways of Mexico at Manzanillo. The only Regular Direct Service to Mexican, Collian and Panaman Ports. PROPOSED SAILING FROM HONGKONG (SUBJECT TO ALTERATION)

Steamer Tons Date of Sailing

Kiyo Maru.....17,500.....Tuesday, 15th August, at Noon.

The S.S. "KIYO MARU" will be despatched from Hongkong via MOI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALIÃO, QUIQUE, VALPARAISO and CORONEL on TUESDAY, 15th August, next, at Noon.

For Further Particulars as to Freight and Passage, apply to

K. MATSUDA, Agent.

KING'S BUILDING (Opposite Blake Pier)

COMMERCIAL.

LEWIS AND PEAT'S RUBBER REPORT.

Singapore, June 29th, 1911.

Since our last Report we have had a quiet and declining market, but a fair business has been done; at the close, however, the market is firmer.

Hard-Spot has sold down to 3.11, July-Aug., 3.11-2, Aug.-Sept., 4.1-2 and more distant 4.1; at the close, however, the market is firmer, and the value of spot and July-August is 4.1, Aug.-Sept. to Nov.-Dec. done at 4.2-2 and sellers now ask 4.3 per lb.

Soft Fine done down to 3.11 for July-Aug. and Aug.-Sept., closing 3.11-2 value.

Peruvian-Value of Fine 4 per lb.

Mollendo 3.7 value.

Ball done down to 3.4 for July-Sept., closing 3.5-1-2 value.

Scrappy 3.5 value.

Medium Grades. In small demand, and a very little business has been done.

Plantation Grown Para. A fair business has been done.

June last Latex down to 4.10, July-Sept. 4.5 and Oct.-Dec. 4.3, closing a penny dearer for the distant positions.

Particulars of the Auctions as follows:—

Malaysian. 372 pkgs. offered and 160 sold: Brown and dark brown Crepe part uncured 2.01-2, dark black crepe 2.6 per lb.

Plantation Grown Para.

At the sales held on the 27th, 28th and 29th inst. 4,000 pkgs., comprising 203 tons Malay, 41 tons Ceylon and 4 tons Java, were offered and most sold with fairly good competition. At the opening, there was a decline of 1d. to 2d. per lb. on last sale's rates, but at the close prices were dearer and finished about a half penny under last sale's closing prices.

Crope-Fine Blanket 4.10-1-2 to 5.0-3-4, light 4.1-2 to 4.10, fair mottled 4.2-1-4 to 4.6-1-2, light brown 4.3-1-4 to 4.8-1-2, brown 4.1 to 4.5-1-2, dark brown 4 to 4.2-1-2, dark 3.10-1-2 to 4.1-3-4, black 3.10-3

LOG BOOK.

Disobedient Seamen.

As a result of a complaint made by Capt. Cockell of the S. S. Ardnamochar, Marine Sergeant James arrested eleven seamen belonging to that ship on charges of absconding themselves without leave and of wilful disobedience of orders. They were arraigned before Capt. Radcliffe in the Singapore Marine Court and they pleaded guilty. One was sentenced to have eight days' pay confiscated, three lost four days' pay and the rest two days' pay. They were ordered to return to the ship under police escort. Capt. Radcliffe made the men understand that the maximum punishment for the offences with which they had been charged was ten weeks' imprisonment. He had let them off lightly in consideration of the fact that the Ardnamochar was due to sail within the next few days.

Capt. Cockell asked for a police guard during the time the ship remained in port to prevent the men coming ashore. He was informed that this would be allowed, provided a formal application was made.

Madras Harbour.

Since the opening of the new Northern Entrance of the Madras Harbour, the opinions of the commanders of vessels using the port have been taken. All are unanimously of opinion that it is a great change for the better, and improves the harbour immensely. The only suggestion made is that a tug should be provided, like that at Colombo, to assist in the berthing of the vessels, and that the lighting of the entrance should be improved. The Port Trust will carry out these suggestions. Now that smooth water has been secured inside the harbour the project for building ship quays has been taken up.

Premier Shot of U.S. Navy.

The battleship Michigan, commanded by Captain National H. Usher, is the premier shot of the American Navy. In the spring battle practice, just concluded, the Michigan scored 99,929 points of merit, and will be awarded the gunnery championship trophy, a red pennant with a black bull in the centre, which will fly from the masthead until the honour is wrested from her by a sister ship. The Michigan, far outclassed every other battleship or cruiser in the Navy, the nearest approach in marksmanship being the North Dakota, with 72,948 points.

Smuggled Opium.

The custom officials searched the Dayawong, which arrived in Bangkok from Swatow with 472 deck passengers, and found about ten tacks of opium dross concealed in a pillow. A man named Joo Luek was taken in charge. Another passenger named Bee Seng was arrested for having five tacks of opium pills concealed in a secret drawer in his box.

Marine Motor Service.

The prospectus has been issued of the Singapore Marine Motor Service, Ltd., for providing a regular, safe and rapid service of modern motor launches for the harbour and vicinity. Government and the Municipality have agreed to the erection of suitable landing jetties and a launch office on the pier. It is intended to commence with a fleet of six launches, four large and two smaller, but sufficient capital is provided to get two additional launches on the time system. The launches will be constructed on the most modern principle, with air-tight compartments and ample freeboard, and are to burn kerosene. The fares proposed are those usually charged by sampans, and less than those charged for steam launches.

The proposed capital is \$75,000, and the estimated profit, with the launches one-third full, is sufficient to pay a dividend of 22 per cent. on this. Directors, M. Meyer, M. Sahl, and Yow Ngan Pan. Secretaries and registered office, Messrs. Down & Co.

Intimations

AERTEX CELLULAR.

COOLEST & MOST COMFORT-
ABLE UNDERWEARETHE SUMMER
HIGH GRADE.

J. T. SHAW,

TAILOR AND OUTFITTER,

Hongkong Hotel Buildings,

Queen's Rd. Central. [1258]

PEAK TRAMWAYS CO.
LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	" 10 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.30 a.m. to 12.45 p.m.	" 15 min.
12.45 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.45 p.m.	" 15 min.
1.45 p.m. to 2.15 p.m.	" 10 min.
2.15 p.m. to 3.00 p.m.	" 15 min.
3.00 p.m. to 8.10 p.m.	" 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to
11.30 p.m. every 15 minutes.

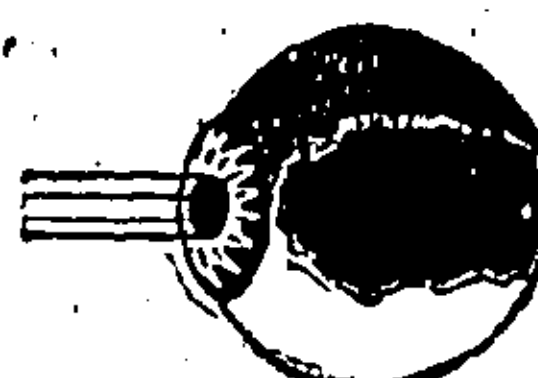
SUNDAYS.

8.00 a.m. to 10.30 a.m.	every 15 min.
10.30 a.m. to 11.00 a.m.	" 10 min.
11.45 a.m. to 12.00 noon	" 15 min.
12.00 noon to 1.00 p.m.	" 10 min.
1.00 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 6.00 p.m.	" 10 min.
6.00 p.m. to 7.00 p.m.	" 15 min.
7.00 p.m. to 8.10 p.m.	" 10 min.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

By Arrangement at the Company's
Office, Alexandra Buildings,
Des Voeux Road.
JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 16th June, 1911.

SUN GLASSES.

Any tint made to any pre-scription.
No charge for testing sight.
Repairs of all description made by
competent workmen.

N. LAZARUS,

Ophthalmic Optician,
1A, D'Aguiar Street,
Hongkong.
Hongkong, 24th July, 1911. [929]THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LD.

(CAPITAL PAID UP, \$1,250,000.)

Loans on Mortgage of House Property

Advances received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application)

THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & Co.

General Managers.

Hongkong, 19th March, 1908. [41]

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.WILL dispatch VESSELS to the Undermentioned PORTS on or about
the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, VIA CANAL PORTS OF CALL	DELHI Capt. H. S. Bradshaw...	Noon, 5th Aug.	See Special Advertisement.
3 HANG HAI, MOJI, KOBE & YOKOHAMA	SARINIA Capt. C. C. Tallot, R.N.	About 10th Aug.	Freight and Passage.
LONDON & ANT- WERP V.S. PORT PENANG, C'MBO, PORT SAID AND MARSEILLES	SYRIA Capt. R. A. T'itors	About 10th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	ESUNDA Capt. H. G. Evans, R.N.	Noon, 21st Aug.	Freight and Passage.

For Further Particulars, apply to

P. & O. S. N. Co.'s office,
Hongkong, 31st July, 1911.E. A. HEWETT,
Superintendent.

NORDDEUTSCHER LLOYD.

BREVEN.

IMPERIAL GERMAN MAIL LINES.

FOR STRAITS, TO SAIL ON

NAPLES, GENOA, ALGERS, GIBRA- LTA, SOUTHAMP- TON, ANTWERP and HAMBURG	"LUTZOW" 17,300 Capt. J. Borteloh	WEDNESDAY, 9th August, at Noon
SHANGHAI, NAGA- SARI, KOBE and YOKOHAMA	"PRINZ LUDWIG" 18,300 Capt. F. von Linzer	WEDNES- DAY, 9th Aug.
MANILA, YAP, MA- RROUN, SAMARAI, NEW GUINEA, BRIS- BANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" 6,100 Capt. P. Iscke	SATURDAY, 12th August, at 4 p.m.

KUDAT & SANDA-
KAN 5,050
Capt. P. Semblitt
 Middle of August |
All the steamers of the European Line are fitted with Wireless Telegraphy.
New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 27th July, 1911. [7]

A. P. JEANNOU, 15, Queen's Road Central

Just arrived a Large Stock from Italy,

MACARONI, VERMICELLI and SPAGHETTI,

in Packets of 1 lb. and in Boxes of 45 lbs. [1022]

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.Head Office for the Far East—16, DES VŒUX ROAD, HONGKONG
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP
LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and
CASHED.FOREIGN MONIES exchanged
902] CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.Modern Appliances for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic & Pneumatic Tools
installed throughout the Works.50-ton Hydraulic TESTING MACHINE
for Chains, Wire Ropes, Rivets
and Metal Specimens.

TAIKOO DOCKYARD & ENGINEERING CO.
OF HONGKONG, LIMITED.
TAIKOO DOCKYARD, HONGKONG

GRAVING DOCK
78 ft. by 88 ft. by 34 ft. 6 in.
Pumps empty Dock in
2-3-4 hours.

THREE PATENT SLIPWAYS
take up vessels up to 3,000 tons
in weight, providing conditions for
painting ships with most efficient results

100-TON ELECTRIC CRANE ON QUAY—
ELECTRIC OVERHEAD CRANES THROUGHOUT
THE SHOPS RANGING UP TO 100 TONS.
Estimates given for Docking, Repairs to Hull and Machinery,
Constructional Work.

MANAGERS AND AGENTS:
BUTTERFIELD & SWIRE
HONGKONG, CHINA & JAPAN

Shipping—Steamers.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having
splendid Accommodation for First-Class Passengers. Electric Light. Excellent
Cuisine.FOR SWATOW, AMOY AND FOOCHOW AND RETURN.
(Occupying 9 to 10 days.)

STEAMSHIP.	CAPTAIN.	LEAVING.
Haiding ...	Capt. W. C. Passmore.	SUNDAY, 6th Aug., at 9 a.m.
Haitan ...	Capt. J. S. Rosch.	TUESDAY, 8th Aug., at 1 p.m.
Haimun ...	Capt. A. H. Stewart.	FRIDAY, 11th Aug., at 1 p.m.

During the months of JULY and AUGUST, RETURN TICKETS
at 50 shillings for three months will be issued at a reduction of 20% on the usual rate
to Foochow.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.,
General Managers.

[557]

Consignees:

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"SOCOTRA,"
FROM ANTWERP, LONDON,
MALTA, PORT SAID, SUEZ
AND STRAITS.Consignees of Cargo by the above-
named vessel are hereby informed that
their Goods are being landed and
placed at their risk in the Hongkong
and Kowloon Wharf and Godown Co.'s
Godowns at Kowloon, where each Con-
signment will be sorted out Mark by
Mark and delivery can be obtained as
the Goods are landed.Optional Goods will be landed here
unless instructions are given to the
contrary within 6 hours.Goods not cleared by the 3rd Aug.,
at 4 p.m., will be subject to rent.
No Fire Insurance will be effected
by me in any case whatever.Damaged packages must be left in the
Godowns for examination by the
Consignees' and the Company's sur-
veyors, Messrs. Goddard and Douglas,
at 10 a.m. on Mondays and Thursdays.
All Claims must be presented within
ten days of the steamer's arrival here,
after which date they cannot be re-
cognised. No Claims will be admitted
after the Goods have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 27th July, 1911. [4]

NORDDEUTSCHER LLOYD,
IMPERIAL GERMAN MAIL
LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ WALDEMAR,"
having arrived, Consignees of cargo are
hereby informed that their Goods, with
the exception of Opium, Treasure and
Valuables, are being landed and stored
at their risk into the hazardous and/or
extra hazardous Godowns of the
Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon,
and West Point Godowns, whence
delivery may be obtained.No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
4th of August, will be subject to rent.All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
4th of August, at 9.50 a.m.
All claims must reach us before the
8th of August, 1911, or they will not
be recognised.No Fire Insurance will be effected.
Bills of Lading will be countersigned
by the undersigned.NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, 21st July, 1911. [1256]

"3EN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENDORAN,"
FROM ANTWERP, LONDON &
BRO, LONDON & STRAITS.CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the hazardous
and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and
Godown Co., Ltd., whence and/or
from the wharves delivery may be
obtained.No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
9th inst., will be subject to rent.All Claims against the Steamer must
be presented to the Undersigned on or
before the 16th inst., or they will not
be recognised.All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
9th inst., at 11 a.m.No Fire Insurance has been effected.
Bills of Lading will be countersigned
byGIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 2nd Aug. 1911. [1259]

Consignees

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO
AND STRAITS.

THE Company's Steamship.

"TANGO MARU"

having arrived from the above ports,
Consignees of Cargo are hereby infor-
med that their Goods are being landed
and placed at their risk in the Hong-
kong and Kowloon Wharf and Godown
Company's Godowns at Kowloon,
where each consignment will be sorted
out mark by mark and delivery can be
obtained as soon as the Goods are
landed.Optional goods will be carried on
unless instructions are given to the
contrary before Noon, TO-DAY.
Goods not cleared by the 9th
August, will be subject to rent.Damaged packages must be left in the
Godowns for examination by the Con-
signees and the Co.'s representatives
at an appointed hour. All claims must
be presented within ten days of the
steamer's arrival here, after which date
they cannot be recognised. No claims
will be admitted after the goods have
left the Godowns.NIPPON YUSEN KAISHA,
Agents.

Hongkong, 2nd Aug. 1911. [5]

To Sail

The Peninsular & Oriental
Steam Navigation
Company.STEAM FOR STRAITS, CEY-
LON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITER-
RANEAN PORTS,
PLYMOUTH AND LONDON.THROUGH BILLS OF LADING ISSUED
FOR BATAVIA, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship

"DELHI"

Captain H. S. Bradshaw, carrying
His Majesty's Mails, will be de-
parted from this for Bombay, &c., on
SATURDAY, the 5th August, 1911,
at Noon, taking passengers and Cargo
in connection with the Company's s.s.
"Moldavia," 9,500 tons, from Colombo,
passengers' accommodation in which
vessel is secured before departure from
Hongkong.Silk and Valuables, all cargo for
France and Tea for London (under
arrangement) will be shipped at
Colombo into the mail steamer proceed-
ing direct to Marseilles and London;
other cargo for London, &c., will be
conveyed via Bombay by the s.s.
"Caledonia," due in London on the
17th September, 1911.Parcels will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 22nd July, 1911. [4]

FOR SINGAPORE, PENANG
AND CALCUTTA.(Taking Cargo on Through Bills of
Lading to Rangoon, Madras,
and Mauritius.)

THE Steamship

"LIGHTNING"

Captain E. P. Smith, will be de-
parted for the above ports on SATUR-
DAY, the 5th August, at 1 p.m.For Freight or Passage, apply to
DAVID SASSOON & CO., LD.
Agents.

Hongkong, 3rd Aug. 1911. [1261]

To Sail

THE CHINESE ENGINEERING
AND MINING CO., LTD.CANTON-HONGKONG-TIEN-
TSIN LINE.

THE Chartered Steamship

"ONSANG"

Taking Cargo on through Bills of
Lading to Tientsin, via Taku, or
Chinwangtao & Rail, will be dis-
patched for Chinwangtao on or about
6th August.The Company's Steamship
"KWANGPING"
will be despatched for Tientsin Bund,
with liberty to call at intermediate ports,
about middle of August.For Freight and Passage, apply to
CHINESE ENGINEERING
AND MINING CO., LD.,
16, Alexandra Buildings,
orCHIANG FAT YUEN,
302, Des Voeux Road Central.
Hongkong, 27th July, 1911. [1256]Regular Steamship Service
to New York,
via PORTS and SUEZ CANAL
(With Liberty to Call at Malabar
Coast).

PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK:
S.S. "SILK" (Sailing on or
about 16th Aug.)For Freight and further information,
apply toDODWELL & CO., LTD.,
Agents.

Hongkong, 27th July, 1911. [1260]

To Let

TO LET.

GODOWNS in MASONS LANE
good for storage of Wines and
other articles. Rent moderate.
The BUILDING now in occupation
of The Mercantile Bank of India to be
let from 1st January, 1912.Apply to—
DAVID SASSOON & Co.
Hongkong, 12th July, 1911. [1087]

TO LET.

GODOWN No. 54, DUNDRELL
STREET.Apply to—
THE HONGKONG LAND
INVESTMENT & AGENCY
COMPANY LIMITED.
Hongkong 1st July, 1911. [61]

TO LET.

GODOWNS at BLUE BUILDINGS,
4a, Praya East.
"OREGGAN," 39, The Peak.
No. 10, MACDONNELL ROAD.
OFFICES in King's Buildings,
4th Floor.
GODOWNS, 151 to 155, PRAYA
EAST.SEMI-EUROPEAN FLATS
East corner of Observation
Place. The Trams stop at the
door.
Also NEW EUROPEAN FLATS
adjoining the new Saman's
Institute, Praya East.
19, CONDUIT ROAD.
FLAT in BLUE BUILDINGS, 4 Praya
East.Apply to—
THE HONGKONG LAND
INVESTMENT & AGENCY CO.,
LIMITED.
Hongkong, 1st July, 1911. [150]MEE CHEUNG.
ART PHOTOGRAPHER
HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging.
Hongkong, 1st May, 1911. [1099]DRAGON CYCLE
DEPOT,
ELECTRICIANS.Steam, Oil, Gas and Motor
Enginesand
Rickshaw Builders.Repairs to
Typewriters, Bicycles, Photo-
graphs, and all kinds of
Electric Goods and Machinery.

'PHONE 482.

No. 63, Des Voeux Road Central.
Managing Proprietor:

C. LAURITSEN.

The Hongkong Telegraph.

(ESTABLISHED 1881.)
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No. 8585

第十初月六年三統宣

FRIDAY, AUGUST 4 1911.

五拜禮

號四月八英港香

\$18 PER ANNUM.
SINGLE COPY 25 CENTS.

SPECIAL TELEGRAMS.

Tokyo, July 28.
The Japanese cruiser Hashidate was overtaken by a furious hurricane within sight of Inshu, near Tokyo, and suffered severe damages.

Two sailors on the cruiser died as the result of injuries sustained. In the course of the storm, six petty officers were seriously injured.

London, July 28, 5.25 a.m.
The statement made in the House of Commons by the Prime Minister, the Right Hon. H. H. Asquith, is regarded as conducing to a solution of the crisis in Morocco.

London, July 28, 5.25 a.m.
Numerous changes in the Cabinet are impending.

Viscount Morley, the Earl of Crewe, and the Earl of Carrington are retiring.

Colonel J. E. B. Seely, late Under-Secretary for the Colonies, will probably succeed the Right Hon. R. B. Haldane as Secretary of State for War.

London, July 28, 5.25 a.m.
The result of the race for the Chesterfield Cup was as follows:—

Dean Swift.....1
Decision.....2
Orphan.....3

London, July 28, 5.25 a.m.
There has been approved a scheme for the construction of a new dock, adjoining the Albert Dock, capable of accommodating one million tons of shipping.

Tokyo, July 28.
The Canadian Pacific Mail steamer Empress of China ran on a sunken rock off Boshu, in Tokyo Bay, yesterday morning. The Japanese warship Aso was despatched to the rescue of the steamer.

The passengers on the steamer were taken on board the warship Aso. Also a part of the liner's cargo was transferred to the Japanese boat.

The Aso arrived at Yokohama yesterday.

Now, the landing of the grounded steamer's cargo is being busily carried on.

The damages which the Empress of China has sustained in the accident are heavy.

She has had a big hole pierced in her side.

Her probable salvage is reported to be rather difficult.

Tokyo, July 30.

The rescue of the liner Empress of China is despaired of and has now been abandoned.

The whole crew have left the ship and have arrived at Yokohama.

Singapore, July 31, 1.15 p.m.

Mr. Jack Jennings, editor of the "Times of Malaya" (which is published in Ipoh in the State of Perak, Federated Malay States) was charged at Kuala Lumpur, the Federal Capital, with defamation of the Court by reproducing an article from "Capital" reflecting on the conduct of the Proudlock trial.

Mr. Jennings was fined \$500 for defamation and an additional \$250 for selling papers containing the defamatory articles.

He is also ordered to make a humble apology within seven days.

London, July 31, 5.30 p.m.

The British flotilla of destroyers has left Portland for sea with sealed orders.

London, July 31, 5.30 p.m.

It is suggested that Souiller Arnet should box Jack Johnson.

London, August 2, 5.40 p.m.

14,000 London dock labourers have struck work in sympathy with the seamen on strike.

London, August 2, 5.40 p.m.

The Right Hon. A. J. Balfour, Leader of the Opposition, is moving in the House of Commons a resolution of censure upon the Government with reference to their advice to the King to create new Peers in connection with the passing of the Parliament Bill.

London, August 2, 5.40 p.m.

Right Hon. H. H. Asquith, the Prime Minister, is indisposed.

London, August 2, 5.40 p.m.

Dean Gregory of St. Paul's is dead.

SPECIAL TELEGRAMS.

London, August 2, 5.40 p.m.

Yorkshire beat Nottinghamshire. Essex beat Worcester.

Tokyo, August 3.

Their Majesties the Emperor and Empress of Japan have donated a sum of sixty thousand yen towards the relief of the sufferers in Tokyo through the late inundations and storms.

Tokyo, August 3.

An application for the construction of a canal between Tokyo and Yokohama has obtained the assent of the Japanese authorities.

REUTER'S TELEGRAMS.

London, July 28, 11 p.m.

Reuter's correspondents in Berlin state in telegraphic messages that at present there is no question of summoning a conference in relation to Moroccan affairs.

In German official circles the statement of the British Premier (Mr. Asquith) is welcomed as putting an end to false conceptions of Great Britain's attitude in the matter.

London, July 28, 9.40 a.m.

The London Press emphasises the fact that a significant feature of Mr. Asquith's and Mr. Balfour's statements in the House of Commons on the Moroccan situation was the evidence of nationality.

The papers interpret the Premier's speech that there is ample ground for a fair adjustment between France and Germany in Morocco, and that there is no reason why such a consummation should not be reached.

London, July 28, 2.45 p.m.

With reference to Reuter's note of the 26th instant, stating that Great Britain was convinced that any settlement which France might make (with Germany) outside of Morocco would be accepted by the British Government unless it be prejudicial to British interests, it has been accepted at Berlin as finally disposing of the alarmist reports that have been current.

London, July 28, 2.45 p.m.

In consequence of the Premier's statement, there have been indications of renewed firmness on the Bourse.

London, July 28, 2.45 p.m.

The Press admits that Great Britain must have a voice in deciding the fate of Morocco and generally welcomes the assurance that Great Britain is holding aloof from the Franco-German negotiations regarding German compensations in regions outside Morocco.

London, July 28, 9.45 a.m.

A wire from Washington states that the United States Attorney General, Mr. George W. Wickorsham, has announced that the Department of Justice is planning an immediate prosecution of all trusts and monopolies which are not dissolving or otherwise taking steps to obey the Sherman Laws as interpreted by the Supreme Court in the Standard Oil Company case and in other similar cases.

London, July 28, 9.40 a.m.

The list of Lord Lansdowne's supporters among the Peers continues to grow gradually.

It is doubted whether that section of the Unionist Party which advocates "No Surrender" will be sufficiently numerous to compel the creation of new Peers.

London, July 28, 9.4 a.m.

The "Standard" and the "Daily Mail" banter the "Diehards."

The "Daily Mail" remarks that never has there been such a fiasco.

London, July 28, 9.45 a.m.

The organisers of the Party banquet to Lord Halsbury refuse to publish the list of his Lordship's supporters in the House of Lords.

The "Daily Mail" publishes an announcement stating that it understands that the majority have withdrawn.

REUTER'S TELEGRAMS.

London, July 28, 9.45 a.m.

Lord St. Aldwyn (better known as Sir Michael Hicks-Bonch) is pledged to lead fifty Peers into the Government Lobby in the event of a division being forced in the House of Lords.

London, July 28, 9.45 a.m.

The British Government has purchased Beaumont's monoplane.

London, July 28, 9.40 a.m.

Messages received from Cardiff state that the troubles attendant upon the strike of seamen there have been definitely settled.

London, July 28, 5.25 a.m.

The aviators who have just finished in the aerial race for the "Daily Mail" prize have been invited to take part in an aerial Derby, involving a flight to (?) Canton, in the Spring.

London, July 29, 8.30 a.m.

From Ottawa comes a message stating that, in the House of Commons there, Sir Wilfrid Laurier, the Prime Minister, placed on the table a naval agreement arrived at between Great Britain, Canada, Australia and New Zealand, which provides that the naval services of the Dominions shall be exclusively under the inspection of their own Governments' training and discipline, and be uniform with that of the British Navy.

The Dominions will fly the White Ensign as an emblem of the British authority of the Crown.

The Colonial warships, in foreign waters, will report to, and take orders from, the Admiralty.

Also the Dominion vessels shall join the British Fleet in naval exercises, when at disposal, in Imperial manoeuvres and shall form an integral part of the British Fleet throughout the time of war.

London, July 29, 8.30 a.m.

Lord Waldegrave, Lord Roberts and the Right Hon. Winston Churchill deny that they attended the Party dinner to Lord Halsbury, though their names were published by the "Daily Mail."

Other newspapers give prominence to the resolution of the Birmingham Conservative Association assuring the Right Hon. A. J. Balfour, Leader of the Opposition, and Lord Lansdowne, Leader of the Opposition in the House of Lords, of their unflinching support.

The Liberals interpret the resolution as a defiance to Lord Halsbury and his supporters.

London, July 29, 9 p.m.

There has been a meeting of the Unionist Party at Grosvenor House, the company present including Lord Halsbury, Lord Salisbury, Lord Selsbury, Lord Willoughby de Broke, Lord Lovat, Sir George Wyndham, Mr. F. E. Smith, Sir Edward Carson, and Lord Amery.

At the meeting a letter was read from Mr. Austen Chamberlain, urging that, whatever happens, the Unionist Party should adhere to the policy of "no surrender," thereby saving the Party from disgrace and disaster.

It was afterwards decided to hold a public meeting in London.

London, July 30, 12.45 a.m.

It is anticipated that when the Lords' amendments to the Parliament Bill are taken upon Wednesday, by the House of Commons, it appears to be certain that the House of Lords will ultimately pass the Bill, partly by wholesale abstentions on the part of the Opposition Party or by a sufficient number of the Opposition voting with the Government in order to out-vote Lord Halsbury and the other so-called "Diehards."

London, July 29, 11.55 p.m.

In a letter to Mr. W. A. Hewins, the Conservative candidate in the by-election at Middleton, the Right Hon. A. J. Balfour, Leader of the Opposition, states that both Foreign and Imperial affairs afford abundant reason for anxiety.

The refusal of the Government, declares the ex-Premier, to deal with the question of Colonial pre-

REUTER'S TELEGRAMS.

ference, threatens to disintegrate the whole system of our commercial treaties.

The Government has shattered the constitution at the bidding of Mr. Redmond, the Nationalist Leader, and has grossly abused their position as advisers to the Sovereign. Surely, he says, the time has come when every citizen should be awake to such dangers.

London, July 30, 7.25 a.m.

Admiral Togo, on the eve of his departure from London, after attending the Coronation festivities, has published a message in which he states that he will carry back to Japan memories not to be forgotten of the Coronation ceremonies and of his cordial treatment by the Government.

"I have been," he says, "greatly impressed with the loyalty shown to their Majesties, and could not restrain crying in my heart 'Banzai' for their Majesties and the nation."

London, July 30, 8.50 a.m.

Hon. Andrew Fisher, Premier of Australia, interviewed at Colombo, on his way home after the Imperial Conference, was informed that his statements in his interview with the "Review of Reviews" (published in the "Telegraph" a day or two ago), had been the cause of agitation.

He described the publication of the "Review of Reviews" as a grotesque misrepresentation, and called to Mr. W. T. Stead that the report of the interview was grossly misleading.

Continuing, he said, "I told Stead in London that Australia's objective is peace among the nations, her policy is that of effective defence, and her aim is unity of Empire."

"The interview is Stead's, not mine. It never entered my mind to use the expression 'Hail down the flag.'"

"It is my ambition to keep the flag flying with all its best traditions."

"I never harboured the idea that Australia should break away from the Empire nor wish to escape the duty of defending its honour."

"I gave Stead seven minutes' interview. I never saw a proof of the expressions credited to me, which would have meant not disloyalty but insanity, and would have been both brutal and monstrous."

London, July 30, 7.25 a.m.

In the by-election contest for South-west Bedford Green the voting was as follows:—

Masterman (L.) ... 2,745.
Hofgaard (C.) ... 2,501.
Scurr (Socialist) ... 134.

London, July 30, 7.25 a.m.

A Washington telegraphic message announces that all the great Powers have agreed to take part in the Opium Conference, to be opened at the Hague on the 1st of October.

London, July 30, 7.25 a.m.

Colonel Sir Francis Young, husband, who is lying with fractured legs in a sanatorium at Verviers in Belgium, as the result of an automobile accident, has had a relapse.

London, July 29, 11.55 p.m.

The latest County cricket results to hand are as follows:—

Nottinghamshire won by 280 runs.

Lancashire scored a draw.

Warwickshire won by 198 runs.

Middlesex won by an innings and 211 runs.

Kent won by four wickets.

London, July 29, 8 p.m.

Despatches from St. Petersburg say that owing to the failure of the harvest in South-east Russia and in the Siberian Steppes region, the Government have decided to sell corn at cost price.

Relief works are also to be organised.

London, July 30, 12.45 a.m.

Their Majesties King George and Queen Mary have gone on a visit to Cowes.

London, July 29, 1.55 p.m.

A Sydney telegram states that in the world's sailing championship,

REUTER'S TELEGRAMS.

ship, rowed at Paramatta, Arnet beat Pearce by four lengths.

The time, 10 minutes and 46 seconds, constituted a record.

London, July 30, 10.30 p.m.

The Prince of Wales has been appointed a midshipman on board the battleship Hindustan.

London, July 30, 10.30 p.m.

A Calcutta message states that the Bengali team Mohan Bagan, whose prospects have engrossed Bengal for weeks, have won the Association Shield, beating the 2nd East Yorkshires by two goals to one.

When the result was announced eighty thousand Bengalis assembled on the Maidan, tore off and waved their shirts, and also cheered the losers.

The European spectators were good humoured and the entire absence of racialism was a subject of note.

London, July 29, 1.55 p.m.

Kaiser William has arrived at Swinemunde from his trip to Norway.

London, July 30, 7.25 a.m.

Herr Berthmann Holweg and Herr Kiderlen Wechter have gone to Swinemunde to report on the situation to the Emperor.

London, July 30, 8.50 a.m.

At the Grosvenor House meeting of Unionists on the 20th instant, it was decided to issue a collective manifesto.

London, July 30, 8.50 a.m.

Mr. A. J. Balfour, in a letter to a constituent, says it would be a mistake to use language suggesting that the Peers possess weapons wherewith to continue the fight against the Parliament Bill, but that the country ought to realise that the abuse of the royal prerogative by a modern Minister was not less fatal to liberty than the ancient abuse of the prerogative of the King.

Unionists, he says, will not and cannot acquiesce in the new revolutionary system and intend to substitute therefor a remodelled Second Chamber with a direct appeal to the constituencies in certain cases.

London, July 29, 1.55 p.m.

There is a general relaxation apparent in the tension between England and Germany concerning the situation in Morocco, as indicated in the comments in the French and German Press on the speech of the Premier, Mr. Asquith.

London, August 1, 1.45 p.m.

A telegraphic despatch from Ottawa says that the Hon. Sir Frederick W. Borden, the Oppositionist, has issued a manifesto, in which he declares that he welcomes the fight on the question of American reciprocity.

It is right and just, he says, that the people should decide this momentous question.

Sir Frederick severely criticizes the action of the Government in not even voting on Supply or carrying out the policy of redistribution.

Later.

A further telegram from Ottawa states that the Dominion Parliament has been dissolved and will re-assemble on the 11th of October.

Sir Wilfrid Laurier, the Premier, has issued an election address, in which he makes an appeal on behalf of a Reciprocity Treaty with the United States, which shall not impair British preference but shall eventually help to further friendly relations between Great Britain and the United States.

London, July 31, 10.55 p.m.

The "Shipping Gazette" learns that the Harrison Line of Steamships has acquired a controlling interest in the Rennie Steamship Line.

The business, however, will be conducted by the Rennie Line as hitherto.

London, July 31, 5 p.m.

The appeal of Mr. Horatio Bottomley, M.P., against the decision of the Court in awarding Mrs. Curtis £50,000 damages has been dismissed.

REUTER'S TELEGRAMS.

London, July 31, 8.35 a.m.

A telegram from Constantinople states that the Majlis has decided to offer £16,500 sterling, this being the amount of the pension forfeited by the ex-Shah for returning to the country.

"ALIVE OR DEAD."

The reward will be given for the capture of the ex-Shah, alive or dead.

Smaller sums are offered for the capture of his two brothers.

London, July 31, 9 p.m.

It was found necessary to hold two "No surrender" meetings on Friday owing to the demand for tickets for admission to the Halsebury banquet.

The Chief speakers at the banquet, which was given at Chelsea Town Hall, included Lord Salisbury, Mr. F. E. Smith, and Sir Edward Carson.

London, July 31, 9 p.m.

In the mile amateur championship for the Holborn Prize, run at Berwick, the result of the race was as follows:—

Taylor 1
Battersby 2
Hutfield 3

The winner got home with ten yards to spare and finished in the time of 23 minutes, 35.1.2 seconds, which constitutes a world's record.

London, August 1, 1.35 a.m.

The report of the Committee of the Imperial Conference, convened to discuss the subject of Imperial Defence, of date the 14th and the 16th June, has been published.

The report states that the Imperial General Staff has made considerable progress during the two years of its existence.

As soon as the formation of the Staff was seriously taken in hand, it was found that a more definite arrangement with regard to various points was required.

Accordingly a paper on the detailed arrangement of loans, attachments and interchanges of staff and officers of the Regular Army and of the Overseas Armies was forwarded to the Overseas Governments.

Canada and New Zealand had replied to these proposals, accepting them on principle.

Australia has not yet replied.

South Africa has sent an answer in reply to the message, stating that she is not yet able to gauge the actual requirements of the defence force.

London, August 1, 2.20 a.m.

The Defence Committee consider that satisfactory progress has been made towards the execution of the proposals regarding the education of officers throughout the Empire.

The Committee is agreed that the Conferences of 1907 and 1909 marked an improvement in military education.

This had already resulted in the Committee taking into consideration arrangements for the instruction of Overseas officers.

In Great Britain and India, these arrangements were regarded as satisfactory, and the acceptance of the terms proposed was recommended.

Regarding inspection by an Overseas Inspector of Forces, the terms include the stipulation that such inspections shall only occur on the invitation of the Governments concerned.

The Imperial Government shall be liable to pay the passages of this Inspecting Officer and his staff one way and the Dominion concerned shall pay the passages in the other direction.

With regard to the education of Overseas officers at the Staff Colleges at Camberley and Quetta, the Defence Committee recommended that the accommodation at Camberley be increased so as to enable thirteen Overseas officers to attend annually.

London, August 1, 7.45 a.m.

Reuter's Berlin correspondent says that it is stated in official quarters that the Foreign Minister is fully satisfied with the result of his conference with the Kaiser.

His Imperial Majesty will continue the negotiations as heretofore.

REUTER'S TELEGRAMS.

The predictions, therefore, of the change of attitude, owing to the Kaiser's conciliatoriness, was falsified.

An early settlement of the difficulty was not expected.

The Government, he said, was not likely to take the public into its confidence presently.

That well-informed journal, the "Frankfurter Zeitung," states that it does not share in the belief that negotiations will be quickly concluded but says that Germany is doing its utmost to reach a peaceful settlement.

The journal also declares that the Kaiser thoroughly agrees with the action of his leading statesman.

London, August 2, 2.15 p.m.

The Right Hon. John Morley, in a whip to the House of Lords on the Liberal side, takes the unusual course of asking the Liberal Peers whether or not they will attend.

London, August 1, 11.25 p.m.

Leicestershire, with three points, (?) abandoned the game owing to the rain.

Kent won by an innings and 120 runs.

London, August 1, 9.10 p.m.

A New York telegram states that an order has been issued for compliance with the Anti-Trust decision of the Supreme Court regarding the Standard Oil Company.

The American Tobacco Company, it is stated, is arranging plans for dissolution, and it is expected that these will be carried out before 1912.

Other smaller Trusts are also preparing to put an end to their corporate existence so as to avoid prosecution.

London, August 1, 9.10 p.m.

From Ottawa comes a message stating that the Hon. Clifford Sifton, formerly Speaker of the Manitoba Assembly, has issued a manifesto, in which he says that he is not a candidate (for Parliamentary representation) but he denounces the reciprocity proposals.

The Hon. Clifford Sifton expresses the hope that thousands of Liberals will be patriotic enough to put the country before a Party vote and will preserve the true lines of national development.

London, August 1, 8.40 a.m.

A message from Washington says that, owing to the prohibitory law, the Government are unable to accede to the request made by the Government of Great Britain to send forty South Borneo lepers to the leper colony in the Philippines, where there has been marked success in the treatment of the disease.

London, August 1, 8.40 a.m.

SPECIAL
TELEGRAMS.

Singapore, Aug. 3, 3.35 p.m.
In the action Silby versus Boyd concerning a rubber estate sale transaction, in Singapore, judgment has been given in the Supreme Court in favour of the plaintiff, who is declared to be entitled to rescind the contract and to recover the sum of \$124,815 paid on deposit, and expenses.

The Judge said that Boyd had been guilty of fraud in law and had acted recklessly and willfully in carelessly giving the guarantee regarding the planted acreage on the estate.

London, August 3, 7.20 p.m.
Work at the London Docks has been paralysed owing to the shipping strike.

Steamers carrying the mails have been delayed.

There are twenty thousand dockers idle.

London, August 3, 7.20 p.m.
Experiments are in progress for the institution of an aerial post, King George receiving the first delivery.

Tokyo, August 4.
Notwithstanding the exertions of the Japanese Government the new Commercial Treaty with France had not yet been entered upon on the 3rd instant, when the old Treaty expired.

This is due to the recent political changes in France and the difficulty in settling the Customs rates.

In consequence both nations will be obliged to remain for some time to come non-Treaty Powers.

REUTERS
TELEGRAMS.

London, August 1, 3.15 p.m.

Major Martin Archer-Shee writes to the papers that the Admiralty, under the award of Lord Mersey, has paid £7,120 sterling with costs and compensation.

London, August 2, 7.50 a.m.
A message from Tehran says that the English and Russian Legations have issued an identical Note declaring that they have frequently admonished the ex-Shah of Persia for not abstaining from political agitation.

The Note also states that since he is now on Persian territory they cannot intervene.

London, August 2, 7.50 a.m.
Edwin Austin Abbey, R.A., A.R.W.S., is dead.

London, August 1, 11 p.m.
Sir Lewis Harcourt replying to Mr. Ingleby states that the Government is unable to grant permission for Indians of the Malay States to take seats as representatives on the Federal Council.

London, Aug. 2, 12.40 a.m.
The London dockers' dispute has had a serious development. At noon yesterday all the men in Tilbury except those of the Port of London Authority struck work.

Thousands of men are involved.

London August 1, 11 p.m.
Meetings are proceeding in London to consider Chinese Currency Reform in accordance with the terms of the recent loan.

British, German Chinese and American representatives, taking into consideration the importance of the meeting, have been pledged to secrecy.

London, August 2, 12.40 a.m.
The political situation has been somewhat changed by the enthusiasm of a large body of Unionists who are supporting Lord Haldane's announcement of the No-Surrender party.

Overwhelming applications have been sent in for public meetings at Chelsea and Holborn on Friday.

Mr. Wyndham will be one of the speakers at Holborn.

Greatest satisfaction is being aroused by Lord Lansdowne's letter.

London, August 1, 7.50 a.m.
Sir Arthur Young, who has been Colonial Secretary of the Straits Settlements, has been appointed to succeed Sir John Anderson, G.C.M.G., as Governor of the Straits.

REUTERS
TELEGRAMS.

London, Aug. 2, 12.40 a.m.
The Lords have passed the second reading of the Appellate Jurisdiction Bill.

Viscount Haldane introducing the measure said it laid the foundation for a single court of appeal for the whole Empire, by combining the present Court of Appeal of the House of Lords, and the Judicial Committee of the Privy Council.

The scheme, he said, had the support of the Imperial Conference.

London, August 2, 8.50 a.m.
At a fire on the Union Cold Storage Wharf in London, the firemen who were called upon to fight the flames were overcome by the fumes of ammonia, arising out of the freezing room stored with eggs and other provisions.

Twelve members of the Fire Brigade, including the superintendent, were rendered unconscious, and suffered seriously from freezing as a result of refrigeration.

London, August 3, 2.10 p.m.
The Moorish authorities have expelled from Agadir the "Daily Express" correspondent, Mr. Ostler, and another Englishman connected with the "Express."

At Tangier the Commander of the German cruiser Berlin offered to intercede on Mr. Ostler's behalf, but his offer was declined.

London, August 3, 2.5 a.m.
In the House of Commons, the Right Hon. A. J. Balfour, Leader of the Opposition, gave notice, amid cheers and Ministerial laughter, that on Monday he would move a vote of censure against the Government, concerning their advice to His Majesty the King, whereby they obtained a pledge from His Majesty that a sufficiency of Peers would be created in order to secure the passing of the Parliament Bill.

"The Bill," Mr. Balfour said, "in its original form, is a gross violation of constitutional liberty (cheers), whereby, among other ill consequences, the people will be precluded again from pronouncing upon the question of Home Rule."

Mr. Balfour will also ask the Prime Minister, Mr. Asquith, when the said pledges were made by the Crown.

Mr. Balfour's notice of motion was regarded in the Lobby as a demonstration in force, aiming towards a reconciliation of the Unionists, tending to satisfy the combative policy of the "No Surrender" section of the Party, and to compensate them for allowing the House of Lords to pass the veto.

On the Liberal side to-day, there is expressed a confidence that no Peers will be created, as the Government are sure of out-voting Lord Haldane's supporters unaided.

London, August 2, 2.10 p.m.
From Constantinople it is reported that Turkey has practically reached an agreement with the Malissori insurgents in Albania.

The Montenegrins are now inducing the refugees to return to their homes.

London, August 2, 2.10 p.m.
The young English airman, Mr. Gerald Napier, in a trial flight from Brooklands yesterday evening, was thrown out of his aeroplane and killed.

His fellow passenger escaped with a shock.

London, August 2, 11.50 p.m.
The situation at London Docks is described now as being extremely grave.

Over twelve thousand hands have struck work, demanding a pay of eightpence an hour and one shilling an hour for overtime.

London, August 2, 11.50 p.m.
There has been a bloodless revolution in Haiti, which ended with President Simon departing in a foreign vessel.

London, Aug. 2, 11.50 p.m.
A Washington message states that the United States Senate has adopted a Bill putting on the free list articles necessary to agriculture.

London, August 2, 11.50 p.m.
Dean Gregory of St. Paul's Cathedral is dead.

London, August 2, 8.20 a.m.
Essex beat Nottinghamshire by an innings and 228 runs.

Yorkshire beat Nottingham by 225 runs.

Essex beat Worcester.

Warwickshire scored a draw.

REUTERS
TELEGRAMS.

London, August 3, 8.45 a.m.
The result of the bye-election rendered necessary by the appointment of Mr. W. R. Adkins, the Liberal member for Middleton, who has been appointed Recorder at Nottingham, is that Mr. Adkins has been re-elected by a majority of 6,863 votes against 6,452 for Mr. Hewins, the Unionist candidate.

London, August 2, 8.50 a.m.
Viscount Morley, the Liberal Leader in the House of Lords, in a letter published, says that the decision of the Lords on the Parliament Bill will probably be taken on the 9th of August.

Lord Morley, in his letter, points out the peculiar circumstances attending the situation, which, he said, was due to a small minority of the nation aiming at a rejection of the Bill notwithstanding the dislocation of Parliamentary business and other undesired consequences that would inevitably follow.

London, August 3, 7 a.m.
The Canadian cruiser Niobe has been ashore on the coast of Nova Scotia since Sunday, and is settling down by the stern.

One hundred and ninety boy recruits were disembarked, and sent to Halifax.

They behaved splendidly when the ship struck.

London, August 3, 7 a.m.
Lord Lansdowne, on behalf of Lord Curzon, has given notice that on Tuesday in the House of Lords he will move a vote of censure against the Government in the same terms that will be applied by Mr. Balfour in the House of Commons.

The death is announced of the Bishop of Oxford.

London, August 3, 1.15 p.m.
Intense heat prevails throughout Germany.

One hundred victims succumb daily.

There have been many forest and moorland fires.

London, August 3, 2.30 p.m.
Impatience is being manifested in Paris at the continued silence being kept regarding the progress of the Franco-German conversations, whilst there is an increasing agitation in Berlin against the proposed cession of Togoland in exchange for a portion of French Congo territory.

Authoritative opinion in both capitals, however, anticipates a satisfactory diplomatic solution of the situation.

London, August 3, 10.10 p.m.
Great Britain is taking up vigorously both at Agadir and Tangier the affair of the expulsion of Mr. Ostler, the "Daily Express" correspondent, and of Mr. McCullagh, of the "Westminster Gazette."

London, August 3, 2.30 p.m.
At a mass meeting of the London Dockers, it was resolved to enter upon a general strike.

It is expected that twenty thousand dock workers will be idle to-day.

The Dockers' Unions abroad have been asked to boycott ships arriving from London.

Mr. Ben Tillett, the Labour leader, said that the strike might lead to a strike amongst the transport workers in Europe and America.

London, August 3, 2.30 p.m.
Commodore C. G. F. M. Coadock has been appointed Rear-Admiral of the Atlantic Fleet in succession to Rear-Admiral Carden.

London, August 3, 8.35 p.m.
The Unionist papers unanimously welcome Mr. A. J. Balfour's notice of motion to propose a vote of censure upon the Government.

Liberal organs describe it as an adroit move, which is intended to re-unite the Party.

The no-surrender section of the Unionists have postponed the issue of a manifesto, which they consider might be regarded as a reflection on Mr. Balfour.

London, August 3, 8.35 a.m.
Mr. H. H. Asquith, the Prime Minister, did not attend the House of Commons yesterday and cancelled his engagements for the evening owing to a slight throat affection.

REUTERS
TELEGRAMS.

London, August 4, 1.15 a.m.
It appears that the meeting of Mr. A. J. Balfour, Leader of the Opposition, with the no-surrender section of the Unionist Party was convened at the request of the latter.

Mr. Balfour's advice was asked as to the best means of procedure regarding the Parliament Bill.

The notices of the note of censure on the Government were the outcome of the papers drawing up a list of Haldane's Peers varying in number from sixty-eight to seventy-five, while the Liberals were credited with sixty-four certainities and twenty-eight probabilities, though still undeclared.

London, August 3, 8.35 a.m.
Twelve thousand dockers have struck work at St. Petersburg.

London, August 3, 8.35 a.m.
A telegram from Cairo states that a serious strike has occurred there amongst the tramway workers.

Attempts made to run the cars yesterday were frustrated by mobs of strikers, whom the police repeatedly charged with sabres, the rioters responding with stone throwing and revolver firing.

Many persons were injured, on both sides.

London, August 4, 7.40 a.m.
A General Arbitration Treaty between France and Germany has been signed at Paris.

London, August 4, 7.40 a.m.
A preliminary meeting of the masters and dockers on strike has been held, Sir Albert K. Rollitt presiding as arbitrator.

The conference will be continued to-morrow.

There is a slightly more optimistic feeling regarding the strike situation.

London, August 4, 7.40 a.m.
From Washington it is reported that the Anglo-American Arbitration Treaty has been signed.

London, August 4, 7.40 a.m.
In the House of Commons, the Right Hon. Mr. D. Lloyd George, Chancellor of the Exchequer, announced that the House would adjourn on the 8th of this month, after passing the Parliament Bill, the Finance Bill, and a resolution regarding the payment of members.

It had been decided, the Chancellor said, to hold an autumn session commencing early in October, to be devoted to the consideration of the State Insurance Bill and other measures.

The Government, he added, were prepared to discuss Mr. Balfour's vote of censure on Monday, but he asked for an undertaking that the debate should be conducted under ordinary conditions of decency and fair play.

The debate on the Parliament Bill will be resumed on Tuesday next in the Commons.

CHINESE
TELEGRAMS.

Peking, July 28.

The Prince Regent has instructed the President of the Ministry of Interior to take strong measures against the press for commenting on politics which will eventually lead to sedition.

Peking, July 28.

It is reported that there were over ten fatal cases of plague on board the cruiser Hanchi which is en route to Mexico from England after the coronation celebrations.

Peking, July 28.

The Viceroy of the Three Eastern Provinces has telegraphed to the Cabinet to the effect that the anarchists attempted to set fire to the Arsenal in his provinces, but the plot was frustrated.

Peking, July 28.

The Superintendent of the Peking University has memorialized the Throne to take strong measures against the existence of the territorial corps, the daring death of the anarchists to disperse military affairs and other associations in the various provinces, as they are troublesome and daring.

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CHINESE
TELEGRAMS.

Canton, July 30.

Two days ago, a serious riot broke out in Sun Wai on account of some forms of taxation. The police opened fire on the rioters, killing four and wounding ten. The action of the police greatly enraged the rioters, and they demolished the taxation bureau and the police station.

Peking, July 30.

The Army Board intends to send a large number of troops to Mukden and Kirin as a preparation against eventualities.

Peking, July 30.

The Central Educational Association proposes the introduction of conscription in China. The scheme is opposed by the Ministry of Education.

London, July 30.

Princes Tsai Tzu, Tiao and the President of the Army Board consider that Prince Ching is too reticent regarding military affairs and they are trying to force him to resign his position as president of the new Cabinet.

Peking, July 30.

Owing to the strong opposition to the adoption of the western calendar system, the scheme has been postponed, until the fifth year of the reign of Hsuan Tung, when parliament will be established.

Peking, July 31.

H. E. Shai Chuk, the president of the National Assembly, has decided to tender his resignation.

The president and vice-president of the New Cabinet, however, have requested him to reconsider his decision.

Peking, July 31.

The British Minister at Peking has notified the Ministry of Foreign Affairs that the Szechuen mining dispute between Great Britain and China is still pending, and the British Minister has suggested that the dispute ought to be settled at the Hague conference, regarding the Pienma dispute, the British Minister said that this question can be settled amicably without submitting it to the Hague Conference.

The Ministry of Foreign Affairs is now considering as to the advisability of adopting the British Minister's suggestions.

Peking, July 31.

The President of the Ministry of Communications has telegraphed to H. E. Tuan Fang, the director of railways, to enforce strong measures against those who oppose the nationalization of railways.

Peking, July 31.

It is reported that H. E. Luk Yuk Lin, the Chinese Minister at the Court of St. James, failed to notify the Foreign Secretary in London that Prince Chun, the special representative of the Emperor Hsuan Tung at the Coronation of King George, was a member of the Chinese royal family. Consequently Prince Chun was only treated as an ordinary envoy. Prince Ching is alleged to have been very angry over the matter and holds the Chinese Minister in London responsible for negligence.

Peking, July 31.

The new Cabinet has strongly recommended the appointment of Chu Ki as under secretary to the House of Peers.

Peking, August 1.

It is the intention of the Cabinet Ministers to leave Pienma permanently to Great Britain.

The public will be notified of the Government's action as soon as H. E. Liang Tun Yen, the Minister of Foreign Affairs, returns to Peking.

Peking, August 1.

The Ministry of Agriculture, Industry and Commerce and the Ministry of Education have held a conference with the Ministry of Foreign Affairs regarding the sending of Chinese students to America to study the science of industries.

Ichang, August 1.

The river steamer Shuk Tung struck a rock off Ichang. About nineteen passengers were drowned and the remainder were saved.

The steamer, though damaged, has not foundered.

Peking, August 1.

During the visit of Prince Chun in England, he was the subject of comment for wearing a queue.

It is now the intention of the prince to discard this appendage.

CHINESE
TELEGRAMS.

Peking, August 1.

The Cabinet proposes to recommend to the Throne the reinstatement of H. E. Shun Chun Huan, the former Viceroy of Canton, for the Viceroyship of Yunnan.

Peking, August 1.

The Ministry of Finance proposes that only superintendents of finance will be qualified for the appointment of provincial treasurers.

Peking, Aug. 2.

The Ministry of Foreign Affairs has requested the Dutch Minister at Peking to ask the Colonial Government of the Dutch Indies to remove the drastic measures imposed upon Chinese residents there.

It is said that the Dutch Minister has promised to report the matter to his Government at Amsterdam.

Peking, August 2.

The Dutch Minister at Peking is alleged to have granted the request of the Ministry of Foreign Affairs for the establishment of a Chinese Consulate at Dutch Indies for the protection of Chinese residents there.

Peking, August 2.

An agreement has been drawn up between China and Holland to establish Consulates.

The agreement consists of 17 clauses.

Peking, Aug. 2.

The President of the Ministry of Communications has memorialized the Throne to draw \$50,000 from the Imperial Treasury for the relief of the famine sufferers at Anhwei.

Peking, Aug. 2.

The Ministry of Interior proposes to send a number of detectives to watch the movements of anarchists.

Peking, August 3.

Owing to the successful floating of the four nations' loan it is the intention of Russia and Japan to renew the 1907 Offensive and Defensive Alliance. By this alliance, both countries' forces in Manchuria and also the Japanese garrison in Port Arthur can give mutual assistance.

Peking, August 3.

The Governor of Kirin has reported by telegraph to the Ministry of Foreign Affairs, stating that a certain country is trying to take possession of the Moon King in Kirin. The Governor, in the telegram, asked the Ministry for instructions.

Peking, August 3.

It is believed that Prince Chun, who lately returned from England, will be appointed Minister of Foreign Affairs.

Peking, Aug. 3.

A newspaper in Hankow has been suppressed by the order of the Viceroy of Hupel. The publisher is being detained in custody pending his trial.

Peking, Aug. 3.

The new Cabinet has been instructed by the Prince Regent to telegraph to H. E. Liu Yuk Lin, the Chinese Minister at the Court of St. James, to report to the Throne the nature of the treatment Prince Chun received in London on the occasion of the Coronation of King George.

KWANGSI RAILWAY.

To Be Pushed On.

THE "TELEGRAPH" CORRESPONDENT

Canton, August 3.

H. E. the Viceroy has telegraphed to the Ministry of Communications regarding the obstacles in the way of the completion of the Canton and Kwangsi Railway.

His Excellency, in the telegram, signifies the importance of the line owing to Kwangsi's adjacency to foreign frontiers.

The capital subscribed for this railway by the local gentry and merchants has not come up to the mark, and there is uncertainty as to the time by which the line can be completed. Both the British and French Consuls are alleged to have demanded to be consulted in this enterprise, and the Viceroy is reported to have refused their demands.

As the Ministry of Communications has the control of all the railways in China, the Viceroy asked the Ministry to consider as to the best way of making this railway a success.

COMMERCIAL.
LEWIS AND PEAT'S RUBBER REPORT.

Singapore, June 20th, 1911.

Since our last Report we have had a quiet and declining market, but a fair business has been done; at the close, however, the market is firmer.

Hard-Spot has sold down to 3.11, July-Aug., 3.11-2, Aug-Sept., 4.1-2 and more distant 4.1; at the close, however, the market is firmer, and the value of spot and July-August is 4.1, Aug-Sept. to Nov.-Dec. done at 4.2-4.2 and sellers now ask 4.3 per lb.

Soft Fine done down to 3.11 for July-Aug. and Aug-Sept., closing 3.11-2 value.

Peruvian-Value of Fine 4 per lb.

Mollendo 3.7 value.

Ball done down to 3.4 for July-Sept., closing 3.5-1-2 value.

Scraper 3.5 value.

Medium Grades. In small demand, and a very little business has been done.

Plantation Grown Para. A fair business has been done. June 1st Latex down to 4.10, July-Sept. 4.5 and Oct.-Dec. 4.3, closing a penny dearer for the distant positions.

Particulars of the Auctions as follows:—

Malaysian. 372 pkgs. offered and 100 sold: Brown and dark brown Crepe part measured 2.91-2, dark black crepe 2.5 per lb.

Plantation Grown Para. At the sales held on the 27th, 28th and 29th inst. 1,660 pkgs. comprising 203 tons Malay, 41 tons Ceylon and 4 tons Java, were offered and most sold with fairly good competition. At the opening there was a decline of 1d. to 2d. per lb. on last sale's rates, but at the close prices were dearer and finished about a half penny under last sale's closing prices.

Crope-Fine Blanket 4.10-1-2 to 5.1, pale and pulch 4.10-1-2 to 5.0-5.4, light 4.7-1-2 to 4.10, fair mottled 4.2-1-4 to 4.6-1-2, light brown 4.3-1-4 to 4.6-1-2, brown 4-1-2 to 4.5-1-2, dark brown 4 to 4.2-1-2, dark 3.10-1-2 to 4.1-3-4, black 3.10-3-4 to 3.11-1-2, barked 3.2-3-4 to 4, smoked 4.1-3-4 to 4.7-1-4 per lb.

Discounts and Sheet-Fair average 4.6 to 4.11, smoked Sheet 4.43-4 to 4.10 per lb.

Scrap-Fair brown 3.91-2 to 3.101-2 Rumbong 3.73-4 per lb.

Nie Kie Auction. At the Nie Kie Auction, held on July 22, the following prices were realized, as compared with the prices at the previous auction on July 15:—

Spanish Stripes. July 15, July 22.

Tis. Tis.

Sen-Horse: Now

Gentian

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

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The Hongkong Telegraph.

HONGKONG, FRIDAY, AUGUST 4th, 1911.

SHARE BROKERS AND THEIR LIABILITIES.

(20th July.)

In our issue of this evening there is published the first of a series of articles on the rights, duties and liabilities of sharebrokers. As the writer of these articles states, there can be very little doubt that the majority of persons in this Colony dealing in shares know little or nothing either of their own rights, or of the rights and liabilities of the brokers whom they instruct. The brokers themselves, or many of them, are probably equally without such knowledge. The general idea appears to be that a broker is at liberty to act for as many principals as he pleases, however antagonistic the one to the other, their interests may be, or he may sell his own shares to his principal; and further, that if a contract is once made in accordance with legal requirements the principal who has signed it is bound by it, although, if he chooses to do so, he can back out of a contract which contains no numbers of the shares agreed to be bought and sold for future delivery, and is under no legal liability either to the broker he has employed, or to the other principal, in relation to that contract. The real position is, however, very different from that which we believe it is generally supposed to be, for it may be gathered from the articles we are publishing, and from the authorities therein cited, that so long as a broker acts honestly towards his principal, and in accordance with his principal's instructions, and if he has no personal interests of his own in the transaction, which may possibly be opposed to those of his principal, he is entitled both to his brokerage, and to be indemnified by his principal against any loss he may sustain in the transaction. The contract between a broker and his principal is entirely independent of the contract put through by the broker for sale and purchase of shares. It is a contract of indemnity which is implied from the relationship between them of principal and agent. But to ensure the rights of the broker under such an implied contract it is necessary that his conduct should be absolutely fair and open towards his principal, to whom he must disclose any fact within his knowledge which may affect his principal's interests. Under no circumstances, as a broker, may he sell to his principal his own shares, or shares in which he is personally interested. As a principal himself he may, of course, deal in such shares in any way he pleases, but he must state the fact that he is a principal, and not let it be supposed that he is dealing with the shares as a broker merely, and that he is therefore entitled to claim a commission or brokerage on their sale price. To a brokerage on commission under these circumstances he would certainly not be entitled.

This, briefly, appears to be the status of a sharebroker and of his principal in share transactions—a position which we venture to believe has not been understood by many in the Colony. It is possible that not a few transactions in shares have been put through which might have been repudiated, or which would not have taken place, had the parties been aware of their rights and duties; and other transactions may have been repudiated by persons who erroneously believed that they were entitled to do so. We do not suggest for a moment any moral delinquency in the majority of instances in which contracts might have, but have not, been repudiated, but merely that the position has not been properly understood, as it must in future be by those who take the trouble to read and consider the articles we are publishing.

AN UNSATISFACTORY LOAN.

(31st July.)

If the initial stages of the raising of the "four nations" loan are any criterion, several things have happened recently which should have a serious effect not only on China's domestic policy but even on her foreign credit. The loan in the first instance was raised for the purpose of financial and currency reform, and four days after the signing of the necessary agreement the sum of £400,000 was handed over to the Chinese government to be devoted to "commercial enterprise in Manchuria and the reimbursement of expenses incurred during the plague." There has hardly been a European paper in the East that has not, at one time or other, held forth on the supreme folly of handing the administration of loans over to the tender mercies of the Chinese officials. Take only one instance in the long list, that of the Peking-Nientsin Railway. By the original Anglo-German agreement the line was to cost £5,000,000 but thanks to the innumerable methods of "squeeze" that the official is cognizant of, thanks to land frauds and waste, the actual cost will, it is expected, be double what it originally was. The lenders of the money have to blame themselves to a certain extent, for they offered facilities for supplementary loans, of which officialdom was only too glad to take advantage. The evil consequences that attend the granting of loans in such a slipshod manner are so apparent that we wonder the authorities responsible for the borrowing and lending have not realized the danger and taken steps to rectify the matter. Take the case of the railway in question. If it could be constructed for the sum originally mentioned, the capital charge against the railway was only its cost, so that for the sum raised, it was ample security. But, if by any means more money is raised than that actually required then the security is not sufficient and the borrowing power of the Empire is reduced by the amount of the surplus. In other words every tail that goes into official pockets, by reason of "squeeze" in this direction, is an entity, which, taken collectively with the other amounts pillaged by the same opprobrious means, becomes a serious menace to the financial stability of the country at large. It is an increase of the country's liability without a development of resources to meet the extra charges.

The construction of the Canton-Kowloon Railway has been carried out under strict supervision—we refer to the Chinese section—a supervision that has been effective, and it was agreed by the financial combination that instead of accepting the Chinese terms of "non-control" they would insist on the above mentioned railway being taken as a pattern, providing for an engineer in chief and an accountant invested with powers to protect the bondholders. That was the sound and benevolent practice of the fact, but the doctrine has been sadly departed from, till we have no hesitation whatever in saying that the terms of the present railway loan are highly unsatisfactory. We hope that before long an efficient supervising body will be established at Peking, and that the Chinese Government will abide by its decision to take charge of all trunk lines and not content itself with lending the foreign capital at a big rate of interest to the coal and iron interests in the various transport undertakings.

"CLAD WITH WINGS."

(1st August.)

Whether Daedalus and Icarus ever did fly is an open question, but at any rate, if they did, it is quite clear that the first fall was that of Icarus, who flying with the wings that his father had made, on the way from Greece to Italy fell into the sea. Of course this is all mythology, but if it were true it would have been only a foretaste of the things that were to come in the future. When M. Dumont flew a very few yards some years back, column upon column in the Press was devoted to the performance and it was looked upon as one of the wonders of times. It undoubtedly was, and though it only marked the beginning of the elimination of a new science, it was yet another fulfilment of the poet's prophesy in "Boadicea" that the people Rome had never known "armed with thunder, clad with wings" should a wider world command. From the old time experiments, when the intrepid investigators with eagle's wings braved to their shoulders, throw themselves from great heights to the advent of machines that have actually risen from the ground, the pursuit of the science has been marked with the many deaths that progress has at all times demanded from her devotees, and it is a source of considerable satisfaction that at last the aeroplane has attained that degree of stability, which has permitted of the lengthy flights that have taken place during the past month. Last year the "Daily Mail" gave a valuable prize for a flight from London to Manchester and singularly enough it was won by the smartness of M. Paulhan, who stole a march on his competitor, while he slept.

Now has come the huge continental race, and close upon its heels, the circular contest in England, won again by a Frenchman, M. Andre Beaumont, throughout his victorious journey showed a wonderful skill and completed the journey of 1,010 miles in the short space of twenty-two hours and twenty-eight minutes showing that the time has come when the aeroplane is no longer the toy of the rich, a thing to be looked upon as a mere amusement, but an actual potent force which in the next few years will have a great effect on the economic conditions of the whole world at large. The dreamer is not now looked upon as a butt for ridicule when he says that the air will be the carrying medium of the future. It is clear that with the advent of a method for securing the absolute stability, the aeroplane will become a means of transit, which will be absolutely dependable. During the past year much has been done in this direction. The size of the machines have been reduced and the power of the engines greatly enhanced. The result has been the obtaining of a faster speed and by some it is said that more stability has thereby been secured. Whether that be so or not, it is quite clear that more confidence in the aeroplane is being evinced. Politicians have ventured into the blue vault of heaven amid the raptures of admiring crowds and have come safely back to earth. Flying meetings have been held, thousands of people have seen that which they had never hoped to witness, and the world is having placed at its disposal a new means of transport. It may be that the aeroplane will add to the terrors of war and by so doing help forward the cause of universal peace. It is to be hoped that this will be the case though at the present time it hardly seems feasible. Now it is looked upon as a decidedly useful adjunct to the ordinary forces of war. Mr. Graham Wright has shown the immense possibilities of the new scout, how that fortifications are as nought to the bomb that is dropped from aloft, and it is to be hoped that, by virtue of the very experiments, that he has conducted, he will be able to convince the whole world that war has gone out of the ken of reasonable man.

The circular race for the "Daily Mail" prize shows that the aeroplane is becoming too big for one country. Its possibilities have extended till they embrace the whole world and the foretold race across Europe and Asia to Canton may yet become an accomplished fact. It will then be only to "throw a girdle round the earth."

IMPERIAL DEFENCE.

(2nd August.)

The report of the Imperial Defence Committee, which was called during the time that the Colonial Conference was being held in London, has just been published, and gives some very interesting facts, if the brief summary that the cable give us is anything to go by. The report says at the outset that the Imperial General Staff has made considerable progress during the two years of its existence. In the first place it was found that one of the difficulties to be solved, was that of obtaining a definite arrangement in dealing with various points that had cropped up. It was in connection with this side of the question that a detailed statement of the arrangement of loans, attachments and interchanges of and between officers of the Regular and the Overseas Armies was prepared and forwarded to the Overseas Governments. There has been practically a general acceptance with the exception of Australia and South Africa. The former has made no reply up to the present while South Africa has sent a message stating that she is not yet able to gauge the actual requirements of the force she will want for defensive purposes. The immediate results are quite encouraging. In the first place they show that such writers as the well known Mr. W. T. Stead have been jumping to conclusions which are not justified by the trend of modern political history. There are some men, who seem perpetually to look through a glass darkly, glass of such a yellow hue that their whole outlook is one jaundiced vista. It may be significant to the alarmist home journal that Australia has not replied to the detailed statement that has been sent to them. We can quite imagine that this delay will be looked upon as a direct confirmation of the rumours that Australia is about to prove false to the Empire. Such we think is not the case. Only in the past few weeks Australia in common with others of the colonies entered into a pact as to the placing of their separate navies at the disposal of the home government in case of need. History further back, though it is only a few years ago shows that the people of the antipodes were as loyal as any beneath the flag. We have no doubt that our colonies are as loyal as those of any other nation though it may not be as clearly demonstrated as those, who wish for others' afflictions to be shown on the sleeve, would have it.

But to revert to the question of the Imperial General Staff; it must be admitted at the very commencement that the scheme is one that commends itself to those, who have the unity of the Empire at heart. The idea follows out the old principle often enunciated but rarely carried into practice that the most admirable form of administration is that which broadens the form of government, but at the same time centralizes the responsibility and creates a final arbiter in all matters concerned therein. This is what it is proposed to do under the recommendations of the Imperial Defence Committee. Besides the arrangements for the training of several colonial officers at home and thus making for a uniformity in army matters, it is proposed to create the new office of Inspector of Forces whose special care will be the armies of the Overseas dominions. The force of the colonies will therefore have in the first case instruction by officers trained in English methods but will have a centralization of

control which should tend for the good administration of the Empire Army. The British are learning from history that it was the very discord that prevailed between the various Roman camps and their generals that made for the ultimate downfall of that great nation. Civil wars had sapped the country's best blood and the hiring of mercenaries with their differing ideas of how a battle should be fought in the end reduced the empire army to a state of perfect chaos that in the course of time could only spell ruin. The picture bids fair to be reversed so far as England is concerned. The present scheme should tend towards the unity of the various peoples under the sceptre of King George, giving us that strength, which will come from harmonious working between the homeland and her dependencies.

CHINA'S NEW NAVY.

(3rd August.)

A few days ago we published telegrams to the effect, that the authorities at Peking were taking steps for the reorganisation of their navy, and with that end in view, inspection of the coast line for a suitable base has been set afoot. If it shows nothing else, it demonstrates clearly that the Celestial Empire, or at least sections of it, is awakening to a right sense of the position it ought to hold in the world's affairs, and as the preliminary step, the first task is to secure a good naval base. The method of procedure is undoubtedly like putting the cart before the horse, for we should have thought the perfecting of administrative facilities would take premier position, closely followed by the establishment of an efficient fleet. As regards administration China has never, in recent times, possessed it, while the ignorance of the various high officials was, in the majority of cases, most lamentable. Nor was it entirely due to their own faults. Trained as many of them were under the ethical code of the old school, unused to the scientific trend of thought, which can alone be in consonance with the ever increasing mechanical contrivances used on even an average battleship, these men have been placed in positions requiring, not an extensive knowledge of Chinese literature, but a thorough acquaintance with, and specialized knowledge of all matters appertaining to modern warfare. Consequently under the old school it is practically impossible to secure an efficient naval administration. A good knowledge of law is not the necessary attribute of a clever mechanic. It is China's business therefore in the first place, to secure specialists in the various branches, and it will have to provide those as best she can. It is the foundation upon which an efficient fleet is built. Ships and men are mere fighting units, and as good or as bad as the administration makes them. If we were asked as to what was an efficient fleet, we should immediately say "one that is ready for and able to cope with any emergency." We are quite aware that such a standard is high, but it has been set by the powers of the world, and in fact the only efficient fleet at the present time is one that could cope with the greatest emergency—an attack by Great Britain. Fleets that cannot do that, are not efficient, for they cannot carry out successfully the defence of their country from the onslaughts of another nation. Can China attain this ideal? We venture to think that if she ever does it will be in the dim distant future. Conservatism, the clinging to old ideals and the latent unwillingness to admit ignorance are factors operating against China's progress in every direction, and it will not be until this generation and the next are long forgotten, that efficiency in naval matters will stand even a chance of being attained. As far back as 1904, Sir Robert Hart submitted a memorandum to the authorities at Peking, and suggested the formation of three separate fleets consisting in all of 240 various craft.

The initial outlay, or rather addition to the national debt would be at least £100,000,000 and a huge yearly burden on the revenue. The Empire can bear the cost, when she has got rid of the maladministration and chicanery that is existent at present throughout official circles. A progressive policy of reform in practically all directions, and the creation of industries with the raw material at the country's command, should in no very great time elevate China to that position in which the fulfilment of Sir Robert Hart's scheme would be a matter easily accomplished.

JAPAN'S FIRST GREAT CHARITY.

(4th August.)

Perhaps the first instance of public charity in Japan, on a large scale, is the gift of the Emperor of one and a half million yen for the relief of the poorest classes, by the provision of free or exceedingly cheap medical relief. Following closely as it does upon the anarchist plot, for which Kotoku and eleven of his associates suffered death, it has been thought by some that there is a relationship between the gift and the unpopularity of the sentence, which gave Kotoku over to death. This we venture to think is not the case, but believe that purely philanthropic motives only underlie the gift, and that the money was given solely for the good that it should do. The immediate effect of the gift was to set an example, which many of the Japanese have been only too ready to follow, and early in May it was decided at a very influential meeting to take steps for the augmentation of the Emperor's gift till the very large sum of 20 million yen is accumulated for the object in view. The need of the Japanese for cheap medical treatment is only too evident if the figures of a German scientist are taken into consideration. Taking the assumption that one fatality occurs in thirty-four cases of illness, the annual deaths in Japan being 1,000,000, it would be a justifiable deduction that the number of cases of illness throughout the year would be somewhere in the neighbourhood of 34,000,000. Supposing only one per cent. are in needy circumstances, and unable to afford the ministrations of a doctor, then 340,000 require medical succour each year. These figures are not the result of a vapouring imaginative mind, but have the backing of an excellent statistical journal, so that a serious state of affairs is shown in Japan which this princely gift will tend to alleviate. There are, comparatively speaking, no public charities. They would not be very flourishing if they did exist, for at the present time the nation's race for power, the increasing burden of armaments and the hurry for up-to-date development, are involving expenditure, which is proving a burden to the tax payer. Consequently the establishment of hospitals, which in an ideal state should be the primary care of any government, has been left over. Charity did not exist to a large enough extent, and the nation's income was devoted to other channels. Yet the gift of the Emperor and the loyal seconding of his subjects in the matter are significant indications of the gradual change that is coming over the East. It has been said, more than once, that egotism is one of the traits of Oriental character. In the past it undoubtedly was true. "What can I get for myself?" was the eternal question, if not on the lips at least in the mind, and, as a result, the duty of one citizen to his poorer neighbours has been lost in the sublimity of the glorious "I." The present movement is an unmistakable indication, showing an awakening consciousness that poverty, whether due to misgovernment, natural calamities, personal defects, or other causes, is, when it grows too great, likely, ay, almost bound to produce disquieting political consequences. Perhaps Japan is learning from the great mistake of her erstwhile enemy, Russia, that to ignore the poor is fatal. They are unfortunately in the majority; and whether the gift of the Emperor has a political significance or no, it must be welcomed as a means towards the alleviation of misery and distress, that is known to exist in the Land of the Cherry Blossom, as well as in other lands.

COMMERCIAL.

SINGAPORE SHARE CIRCULAR.

Fraser & Co's.

Business during the week has again been on a very small scale, the market remaining extremely dull. Attention has been more evenly divided between Rubber and Mining shares, while Industrials are steady with little doing.

Rubber.—Latundris have been placed at 70s. Anglo Malaya 10s., Heawoods 4s. 10s. 3d., Merlimau 3s. 8d. with buyers at the close at 3s. 6d., Chimpils have changed hands at 1s. 3d. and Kamunings at 3s. 2d. premium. Ayer Panas have been done at \$3.10, Ayer Moleks \$1.65, New Serendahs \$2, Lanas \$1.50, Alor Gajahs \$1.40, Cleaneys \$1.30 to \$1.20, Jimahs 30 cents, and a few Kampus at \$2.80.

Mining.—Tronchs have fluctuated considerably with business at varying rates from \$36.50 to \$40.75. Belats have been placed at \$4 ex-dividend, Kintas \$22.50, Rahman Hydraulics \$10.25, Brungs \$5.25 and Tongkah Harbours at \$17.50 ex-dividend.

General.—Straits Trading are steady at \$49.50, Steamships have been done at \$245 to \$247.50 and close firm at \$250. Fraser and Neaves and Riley Hargreaves are wanted at quotations.

The New Linggi Issue.

Messrs. Guthrie and Co., Ltd., Eastern agents for Linggi Plantations, Ltd., are in receipt of cable advice that at a meeting of the shareholders held in London, on Tuesday, it was resolved to increase the ordinary share capital by £25,000 sterling, of which £10,000 to be issued now at the price of £1 10s. per 2s. share, the shares to be offered to registered shareholders pro rata to their holdings. Further particulars will be published later.

Rubber Auction Prices.

The following prices were replied at Messrs. H. L. Coghlan and Co.'s rubber auction at Singapore on Tuesday, July 27:—

No. 1 Sheet ... \$241 to \$245 per pl.
No. 2 Sheet ... \$202
Bark Sheet ... \$180 to \$192
Bark Strip ... \$97

Tin and Rice Quotations.

The following business in tin has been done to-day, July 24:—

Singapore: Straits Trading Co., buyers, no sellers. \$93.60

Penang: Penang Tin Exchange, buyers, no sellers. 92.25

Straits Trading Co., buyers, no sellers. 93.00

Tin is quoted in London to-day at £192 cash and £184 10s. three months sight.

Rangoon rice is quoted here to-day at \$159 per coyan.

A SCARE IN CANTON.

Viceroy's Order re Carrying of Arms.

[The "Telegraph" Correspondent.] Canton, Aug. 3.

Recently many soldiers and naval troops were seen walking along the streets in private clothes and with revolvers in their hands. Their action greatly aroused the suspicion of the people, and the matter was reported to H.E. the Viceroy.

His Excellency has now instructed the commanders of the military and naval forces that in future if any of their men go out on patrol duty or make enquiries which necessitate the carrying of fire-arms, they must put on their uniforms, and must previously apply for a permit from their superior officers. Even if they do go out to make secret investigations in private clothes, they are also obliged to carry the permits with them.

When they are out of their barracks, they are subject to the control of the police. When asked to show their permits certifying them to carry arms, they have to do so. Any offender will be taken into custody and brought to his superior officer for punishment by the Tao-tai of the Constabulary. The Commanders will be held responsible for the conduct of their men. Others than soldiers and naval troops carrying arms in the open streets will be punished as desperadoes.

LEGISLATIVE COUNCIL.

Hon. Mr. Pollock's Questions.

Letting the Post Office.

A meeting of the Legislative Council was held on Thursday, when there were present:

H.E. the Governor, Sir Frederick John Denley Lugard, K.O.M.G., C.B., D.S.O.
Hon. Mr. W. D. Barrow (Colonial Secretary).
Hon. Mr. C. G. Alabaster (Attorney-General).
Hon. Mr. A. M. Thomson (Colonial Treasurer).
Hon. Mr. W. C. Clitham, C.M.G. (Director of Public Works).
Hon. Mr. F. A. Hewitt.
Hon. Mr. A. W. Brown, (Registrar-General).
Hon. Capt. F. W. Lyons (Capt. Supt. of Police).
Hon. Dr. Ho Kai, M.B., C.M.G.
Hon. Mr. Wei Yuk, C.M.G.
Hon. Mr. H. E. Pollock, K.C.
Hon. Mr. C. Montague Ede.
Hon. Mr. C. H. Ross.
Mr. C. Clennell (Clerk of Council).

Financial Minutes.

The Hon. Colonial Secretary laid the following minutes by the Governor, on the table.

The Governor recommends the Council to vote a sum of one hundred and forty-five dollars (\$145) in aid of the vote police and prison departments, A.—police, other charges, typewriter. The Governor recommends the Council to vote a sum of one hundred and twenty dollars (\$120) in aid of the vote education, A.—Department of director of education, other charges, Queen's College, for silver button for pupils in Class I.A.

The Governor recommends the Council to vote a sum of one hundred dollars (\$100) in aid of the vote medical departments, C.—Institutes, bacteriological institute and mortuaries, other charges, preparation of virus vaccine and sera.

The Governor recommends the Council to vote a sum of eighty-four dollars and nineteen cents (\$84.19) in aid of the vote public works department, other charges, language study allowance (Chinese) to land surveyor.

The Governor recommends the Council to vote a sum of two thousand and two hundred dollars (\$2,200) in aid of the vote Governor, other charges, for the following two items:—Future, \$1,000; incidental expenses, \$1,200. Total, \$2,200.

These were referred to the Finance Committee.

Hon. Mr. Pollock and the Post Office.

According to notice the Hon. Mr. H. E. Pollock, K.C., put the following questions to the Government:

1. Is it the fact that the Government has let the premises formerly occupied by the Post Office at a rent of \$400 per month, or at some other and, if so, what rent?

2. For what period are such premises let and has the lessee any and what option as to renewal?

3. For what purpose did the lessee take the said premises and what rent is he likely to receive for subletting the same?

4. Does the Government consider the rent which the lessee has agreed to pay an adequate rent, and, if so, for what reasons? Did the Government, before agreeing to accept such rent, make any calculations as to how many shops the ground-floor of the said premises could reasonably be subdivided into, or make any enquiries as to the rents paid by shops in the neighbourhood? If not, why not? Did the Government make any enquiries as to what rents the first floor was likely to bring in, if subdivided into rooms for offices? If not, why not?

5. Why was not the leasing of the said premises put up to Public Auction with a reserve? Is it not usual for Government dealings with land to be put to Public Auction with a reserve? Are there not some instructions from the Secretary of State for the Colonies on the subject?

The Colonial Secretary read the following replies:—

1. The premises have been let for a rental of \$400 per month, as stated.

2. Up to the 30th June, 1911, the Government consent, the tenant may remain in occupation as a monthly tenant after the date mentioned.

3. In his tender, he stated the ground floor was to be used as shops or offices and the first floor as offices or shops. It is not known at present what rental he is likely to receive by subletting the premises.

4. (i) Looking to the fact that tenders were invited during 5 weeks in consecutive copies of the Gazette, that attention was called to the matter in the news columns of two of the daily papers and that the accepted tender was by far the highest of those received it would appear that it was as good as Government was likely to obtain, and its acceptance more profitable than allowing the site and buildings to remain untenanted indefinitely at Government charges in the hope that a slightly higher offer might eventually be made. Taking into consideration that the tenant in addition to his monthly rental (which represents a sum of \$23,000 per acre) has to pay rates assessed on the rental he receives, and also to insure the buildings, and that the capital outlay to convert the buildings into shops, etc., will be very considerable, and the alterations will take some time to effect, it is obvious that if he makes any profit out of the speculation he must receive very high rentals indeed for the very short period which will intervene between the completion of the alterations and the termination of the lease. The value of the alterations effected will accrue to Government, and the speculation if successful, should considerably increase the auction value of the property if disposed of by Government at the end of the two years' lease.

(ii) The Government made no such enquiries. The rents paid by shops in the neighbourhood would have formed no guide in such a case as extensive alterations will have to be made and no rental whatever will be recovered by the tenant during such period as the alterations may be in progress.

5. The usual course in such cases was followed, namely, that of inviting tenders. There are no instructions from the Secretary of State requiring cases such as that in question to be put up to public auction. The Governor has full power to deal with such matters as His Excellency may think fit.

Hon. Mr. H. E. Pollock, K.C.:—Arising out of the answers to the questions I should like to ask how many tenders were in fact received?

The Colonial Secretary:—Three tenders were received.

Their Majesties' Thanks.

His Excellency the Governor then read the following reply to the telegram sent to Their Majesties on June 22nd.—Sir: I have the honour to acknowledge the receipt of your telegram of the 22nd June in which the members of the Executive Council, the Legislative Council and the judges of Hongkong on behalf of the people of the Colony offer their congratulations to Their Majesties the King and Queen on the occasion of their coronation.

Your telegram has been laid before the King and I request that you will make it known throughout the Colony under your government that I am commanded to express Their Majesties' sincere thanks for this loyal and dutiful message. Their Majesties cordially appreciate the good wishes of their subjects in Hongkong.

Signed, L. Harcourt.

Sir: I have the honour to acknowledge the receipt of your telegram of June 22nd tendering loyal homage to His Majesty the King, from his subjects in Hongkong on the occasion of His Majesty's coronation and also forwarding congratulations to the King and Queen from representatives of other nationalities within the borders of the Colony.

I request you to make it known that their Majesties have read your telegrams with satisfaction and have commanded me to express their thanks for the congratulations and good wishes which it contains.

Signed, L. Harcourt.

Sir: I have the honour to acknowledge the receipt of your telegram of June 22nd tendering on behalf of the Parsee community of Hongkong, congratulations to Their Majesties the King and Queen on the occasion of their coronation.

I am commanded by Their Majesties to request you to convey their thanks for this loyal message.

Signed, L. Harcourt.

Pension Fund.

The Attorney General proposed the first reading of a Bill entitled "An Ordinance to yet further amend the Widows and Orphans' Pension Ordinance, 1908."

The provision set out by the amendment is:—"The provisions of this Ordinance shall not apply to any public officer who is an auditor or assistant auditor, appointed on the recommendation of the Director of Colonial Audit in London, unless before the 1st day of January, 1912, or unless within six months after the date of his arrival in the Colony he shall have stated in writing to the Treasurer that he desires the provisions of this Ordinance to apply to him, in which event the said provisions shall apply accordingly from the date of the receipt by the Treasurer of the statement in writing."

This Bill is introduced in consequence of the decision of the Secretary of State that contribution to the Widows and Orphans' Pension Scheme should not be compulsory in the case of the auditor and assistant auditors.

The first reading was carried.

Postal Matters.

The Attorney General moved the second reading of the Bill entitled "An Ordinance to amend the Post Office Ordinance 1909."

The Colonial Secretary after the Council had gone into Committee proposed the suspension of standing orders so that they need only read the headings of the sections and not each clause word by word.

Hon. Mr. H. E. Pollock did not think the Council had been treated with courtesy in the matter. They had laid before them a draft of the Bill which contained items which were not in the Bill as read for the first time. There had been no intimation conveyed to the Council of any intention to submit to the Council the fresh draft and there had been no attempt by circulation to the members to give any opportunity for consideration of these new provisions in the Bill just laid before them and he thought under those circumstances that they should go through the Bill.

The Colonial Secretary accordingly withdrew his motion.

The Bill was left in committee on the proposal of the Governor.

A CHAPTER OF ROBBERIES.

A boat woman from Shauiwan Bay in charge of a coolie boat reports to the police that six men came alongside and boarded her craft. She immediately began to cry out "Thieves" and "Save life." The men seized her by the throat and threw her down upon the deck. They took away her earrings and also stole a quantity of clothing from the boat. They then made off. The woman by this outrage has sustained a loss which she estimates at \$98.

Value Twenty Cents.

Another case is that in which an amah of Cago Street is concerned. She was walking in Stanley Street when a man met her and they got into conversation. Suddenly the man caught hold of her by the head, pushed her to the ground and kicked her. After he had run off she found that a pair of earrings had been stolen from her ears. They were worth twenty cents, and she has reported the affair to the police.

Another Boat Robbery. Some men engaged a boat at Causeway Bay to take them across to the breakwater. When they had gone a considerable part of the way they held up the boat's crew and relieved them of jewelry to the value of \$65. They got clear away in another boat that was waiting for them.

THE CONCEALMENT OF DYNAMITE.

(THE "TELEGRAPH" CORRESPONDENT)

Canton, August 1.

H.E. the Viceroy has taken a serious view of the explosion which recently occurred in Hongkong and concluded that it must have been the work of anarchists. His Excellency is of opinion that had the accident occurred on board a steamer, a serious disaster would have been the result. His Excellency is said to have despatched a number of officials well versed in foreign affairs to Hongkong to seek the co-operation of the Hongkong Government in preventing a recurrence of the concealment of explosives in packages of merchandise.

TRADE OF THE YANGTZE PORTS.

Suppression of Opium.

In the freshly issued returns of the Statistical Department of the Imperial Maritime Customs for the past year, the Acting Commissioner of Customs at Chungking says:—

The suppression of opium growing ordered by the Viceroy in the autumn of 1909 was vigorously enforced throughout the year, and, although landowners and farmers did not always willingly submit, the restrictions were carried out and met with success. In consequence, it can now be safely said that practically no opium is grown in the province at present. This, of course, has resulted in a falling off of the export of opium; the exact figures will be found in a subsequent paragraph. The important position hitherto held by native opium in the commerce of Szechwan can be gauged from the fact that in 1907 Mr. McAllum (then Assistant-in-Charge at Chungking) computed, with every reserve, of course, the total yearly production of marketable opium in the province at about 175,000 piculs.

Of this he estimated about 120,000 piculs were consumed locally and the rest exported to other provinces. Taking the average price of the year 1908 (a time when the price of the native drug was not yet enhanced by the threat of prohibition) at the low figure of Hk. Tls. 200 per picul, the total value of the drug produced during that year may be put down at 35 million taels, and of the drug exported to other provinces at 12 million taels. These figures do not claim to be accurate, but they may be taken as probably being well under the mark.

It is evident that the disappearance of such an important item among its products must have far-reaching effects upon the general commercial conditions of the province; a very serious decline in the price of land suitable for opium growing has already set in and it is gratifying to note that the seriousness of the situation has been recognised.

In order to try to fill the gap caused by the disappearance of opium, officials and merchants have combined in their efforts to expand and improve existing, and to introduce new industries and agricultural methods. Commercial enterprises have been encouraged and facilitated by advancing monies from official funds, and experiments are being made with agricultural products hitherto unknown in the province. Large areas hitherto under poppy cultivation are now planted chiefly with beans, ground-nuts, and wheat, and attempts are to be made to introduce the cultivation of cotton on a large scale.

A prominent feature in connection with the trade of Ichang for 1910 was the advance made in steam navigation on the Upper Yangtze and the successful running of the s.s. Shutung between this port and Chungking.

The year's trade was on the whole disappointing, the depression which prevailed in 1909 having continued throughout the greater part of the year under review. The steady influx of coolies for the construction of the railway from Ichang to Szechwan had the effect of considerably raising the local prices of all necessities of life, the price of rice having risen during the summer months to the abnormally high figure of 13,000 cash a shih (200 catties). Good autumn crops, however, brought the price down by about 35 per cent.

The agricultural year was not unsatisfactory. Though the wheat and bean harvests at the end of May were not abundant, owing to snow and heavy rains in the early spring, the cotton crop, the most important one in this district, was the best for many years past. The price of raw cotton at the end of September was 30,000 cash a tan (130 catties); against 40,000 cash in the previous year. The other autumn crops—millet, maize, and sweet potatoes—were equally satisfactory and, with dry weather, were harvested in good condition. The river reached its highest point in September—40 feet 3 inches, which is low in comparison with other years.

Floods in Shasi.

The Customs Commissioner at Shasi states in his report that it is estimated that over 600,000 people in that intendency alone were rendered homeless by the great floods of 1910, the majority of whom became entirely dependent upon support from official and private sources. At the commencement of the year 1910 famine relief operations had already been actively pursued for a month at the sheds situated a mile below Shasi, where about 4,000 people had been accommodated and money, clothing, and food distributed to the absolutely destitute—women, children, and decrepit men alone being admitted. During January snow fell to a depth of 3 inches and unusually cold weather prevailed, accompanied by hard frost, the result of this inclemency being that a considerable number of the refugees succumbed to the intense cold coupled with an insufficiency of food and other privations. Small-pox was also prevalent in the district.

Changsha.

When the Changsha shipping season opened on 1st March the general outlook for the coming year was of the gloomiest nature. The short crops of the previous year, and the heavy shipments of rice to Hankow to meet the great distress in that neighbourhood, had sent up the price of rice to over 8,000 cash per bag, and local stocks were almost depleted. Prohibition against the export of rice and paddy was instituted from the 7th April—too late, however, to have any beneficial effect, and only the prompt opening of the government granaries and the importation of foreign rice for charitable relief could have allayed the sufferings of the poor, whose staple article of diet had been doubled in price. It was generally felt that trouble was brewing; but when it came it came suddenly and without warning, the immediate cause being one of those unforeseen happenings that are so hard to deal with. On the 13th April the suicide of a whole family, one member of which had already died of starvation, led to an excited gathering demanding the reduction of the price of rice and the immediate opening of the granaries—promised, but postponed for another month.

Yochow.

The year 1910 was a comparatively poor one, viewed from the revenue standpoint. The total collection was Hk. Tls. 28,031, as against Hk. Tls. 51,804 for 1909. The decrease was mainly due to the absence of rice from the export list, except in very small quantity.

Hankow.

The year opened with trade improving in spite of adverse conditions. The weather was phenomenally bad, especially for tea, and the province was suffering severely from famine. Refugees crowded into Hankow and heavily taxed local resources for their relief, until the rice crop came in. Many of these unhappy persons left for down-river ports and Shanghai on route for Manchuria, but the greater number have returned, and the rest are expected to come back. The price of all food-stuffs rose to a very high point, and on Changsha stopping the export of rice, the Chinese authorities had to import large supplies from abroad, of which a quantity was in the end left on their hands, as when the local rice crop matured it was exceptionally full. The early months of the year were also marked by gambling in native opium.

Kluksang.

The trade of 1910 may be characterised as normal, and merchants generally are not dissatisfied with their year's work. The low price of copper cash interfered somewhat with the profitable sale of goods originally purchased in silver, but generally speaking the returns have been satisfactory, and there have been no failures of any importance for which the local trade can be held responsible. Two or three small banks have had to close their doors, but it has been on account of the failure of their correspondents elsewhere. Opium dealers are said to have made the heaviest profits, though the bankers have done well too. Sugar merchants, perhaps, were the least fortunate, as their main stocks arrived on a falling market. In the first half

of the year rice was very scarce and sold for as much as 9,000 cash a picul. Fortunately, both the June and autumn harvest were above the average throughout the province, and the water in the Yangtze did not rise high enough to encroach upon the area of cultivation.

MARINE COURT.

Disobeying Orders.

Commander Beckwith had before him, this morning, a case in which three Chinese coxswains of steam launches were concerned. They were Leung Yau, of the Astor House Hotel launch, To Kam Wing, of the Brena, and Leung Ping, of the Wo On, all of whom were charged at the instance of L. S. W. Thompson, with disobeying the lawful orders of the Harbour Master on the 25th ult.

The case for the water police was to the effect that, in defiance of the harbour master's orders to the contrary, these three launches were seen to be alongside the gangway of the s.s. St. Albans all at one time.

The commander, in fining the men fifteen dollars or one month's hard labour each, said that this sort of thing would have to be stopped. The men seemed to think that because there had been no previous conviction of this kind the order that he had made was a dead letter. He had given an order that only two launches were to be alongside at one time and his order would have to be obeyed. He did not send these orders round to the people concerned, for fun. They were for the convenience of the passengers. It was not nice for them to have to climb over two or three craft to get to the launch that they wished.

GOVERNMENT HOUSE.

Tuesday afternoon His Excellency the Governor received, by appointment, a deputation of Queen's College Prefects, introduced by the Head Master, Mr. Ralphs. The object of the deputation was to request His Excellency's acceptance of a specially-printed leather-bound copy of the Coronation Number of the "Yellow Dragon" containing photographs of the Coronation festivities at Queen's College. The presentation was made by the Senior Prefect, His Excellency in accepting the volume warmly thanked the deputation and graciously acceded to their request that he would forward, on behalf of the pupils of Queen's College, a similar copy for the acceptance of His Majesty the King.

THE SANITARY BOARD VACANCY.

No One Wants the Position.

Following on the resignation of Mr. Shelton Hooper, over the question of the inclusion of certain words in the preamble of some new bye-laws, H.E. the Governor ordered that an election to fill the vacancy, thus created, should be held on Tuesday next. The last day on which nominations could be sent in was yesterday, and on enquiry we learn that no nomination was made on that day. Consequently there will be no election.

BELILIOS PUBLIC SCHOOL.

Presentation of Prizes.

Some five years ago, Mr. R. E. Belilios, while on a visit to this Colony, intimated his intention of presenting annually to the pupils attending the school so generously built and presented by his late father, seven handsome prizes to be competed for at the close of the Midsummer Term. The subject was to be English Composition, and the excellence of the essays recently sent in by the various candidates testified to the valuable stimulus provided by these prizes in this important subject—always a difficult one for youngsters and specially so for native children. This year the prizes have been awarded as follows:—Class 1, Emily Ahwo; Class 2, Cheung Fook To; 3, Mabel Chenailloy; 4, Florence Chenailloy; 5, Emily Barros; 6, Ng Yuen Tin; 7, Dollie Baker.

HON. MR. KESWICK LEAVES THE EAST.

To Remain in London.

Just before going to press we learn that the Hon. H. E. Keswick of Messrs. Jardine and Matheson, who was home on leave, will not return to the East again.

He will, we understand, take charge of the London branch of this company.

SOUND WARNING TO WOULD-BE SMUGGLERS.

A warning note is being sounded by customs authorities in Manila to persons who may be contemplating the smuggling of any article into the islands in the future. So many cases have been detected lately in which well known Manilaans have been implicated in the smuggling of silk dresses and other goods from China that special vigilance is being maintained by the authorities at the ports to prevent the entrance of any dutiable article without the necessary payments.

The biggest case of late was the smuggling into port on the fifteenth of two silk lace dresses from Chefoo in which two well known ladies and a steamship officer were implicated.

The ladies in question made a friendly call on the officer, but the suspicions of the customs officers were aroused and they shadowed them.

At the trial one of the ladies said that the property had been worn by her daughter in Hongkong and that she carried the dress, which is of very fine material, of the boat in her hand satchel. Later it was proven that they had both worn them off of the boat under their other clothing and that the dresses were now, having just come from a college in Chefoo. The ladies were both required to pay the local value of the dresses in question, plus the lawful duties whereupon the articles were returned to them. The ship's officer was fined P. 250.

Another case that happened the same trip and implicated another officer of the same vessel was that of a bonnet which was worn off the boat by a woman who had previously been seen to board it bareheaded. This woman in question was also fined the value of the hat, plus the duties, and the officer was fined P. 100.

To date the particulars of cases and the names of the parties implicated in such operations have not been made public by the customs authorities but announcement was made that hereafter any cases of like nature will be thoroughly aired to the public in an endeavour to stop the practice.

SMUGGLING OF ARMS.

Into Canton.

(THE "TELEGRAPH" CORRESPONDENT)

Canton, July 27.
H.E. the Canton Viceroy has, for some time past, sought the co-operation of the Hongkong and Macao Governments in the suppression of the smuggling of arms, ammunition and other contraband from their respective colony into Canton, and the seizure of a large quantity of dynamite and other explosives on board the S.S. Kwong Tung some days ago struck His Excellency with surprise.

His Excellency has now deemed that it is expedient to put an end to this malpractice, as the smuggling of these dangerous goods into the interior is meant for an evil purpose, and the secret storage of contraband of this nature on board a steamer is a danger to the safety of the vessel and to the lives of the passengers.

H.E. has accordingly instructed the Customs authorities to exercise more care and make stricter observance in conducting searches for these contrabands on board steamers arriving here from Hongkong and Macao, and not to allow them to land passengers until after the search, so that, in case of a haul of these dangerous goods, the smugglers may be caught at the same time.

Refusing a Fare.

At the Police Court this morning a rickshaw coolie was summoned for refusing to take a fare when asked to do so. Mr. Wood, before whom the case was tried, fined the man \$5.

A LEISURELY PLAINTIFF.**An Action Which Was Nearly Struck Out.****Chinaman Who Wanted to be Westernized.**

Before Mr. Justice H. H. J. Gompertz, Acting Puisne Judge, in the Court of Summary Jurisdiction Wednesday, the Yee Loong firm, proprietors, of No. 7 Queen Victoria Street, sued. Lo Kuan, alias Logan, trader, of No. 51, Des Voeux Road Central, to recover the sum of \$75.17, being the price of goods sold and delivered. Plaintiff also claimed costs of the action. Mr. J. H. Gardiner appeared for the plaintiff and Mr. Otto Kong Sing represented the defendant.

When the case was called by the clerk of the Court, Mr. Gardiner said:—

My client is not here. I expect he'll be here any minute.

His Lordship—I can't sit here waiting for your client. If I had known about this, I wouldn't have taken the trouble to come into Court.

Mr. Gardiner—Will your Lordship adjourn the case for a few minutes?

At this point, a Chinaman slowly strolled into the Court-room.

His Lordship (to Mr. Gardiner)—He looks quite pleased with himself, if that's your client.

Mr. Gardiner at this stage had a brief conversation with the party in question, after which he said:—

He is one of the representatives of the firm.

His Lordship (to the Court interpreter)—Tell him I was just going to strike the case out.

The defence was that defendant was not liable. The goods in question were supplied to a certain restaurant with which he was connected. He was a friend of both parties and his position was that of a man who brought two parties into business relations with each other. The restaurant was now defunct and the plaintiffs were trying to hold the defendant liable instead of the proper parties. The defendant had no share in the restaurant, the owner of which had absconded.

Defendant was called into the witness-box to give evidence in his own behalf.

Mr. Gardiner (Cross-examining)—You had a queno before?

Defendant—Yes.

Mr. Gardiner—When did you cut it off?

Defendant—Last year.

Mr. Gardiner—And adopted the European style of dress?

Defendant—Yes.

Mr. Gardiner—When did the other man cut off his queno?

Defendant—I don't know. His queno is off.

Mr. Gardiner—His head is off, for all you know.

No answer was forthcoming from the defendant.

Mr. Gardiner—You generally tried to Westernize yourself, did you not?

Mr. Kong Sing—Well, well.

His Lordship—There's no harm in that.

Mr. Kong Sing continued his defence and suggested that it was scarcely difficult for the master of a shop to instruct his folks to relate the same story, which had been done in that case. The fact that the defendant's name appeared in the books could be easily explained. It was done after the owner of the restaurant had absconded, with a view to looking to the defendant for payment.

Plaintiff's witnesses had succeeded in the essentials of their story but failed in the details, which was exactly what generally happened in the case of a concocted story. If the defendant was really liable, why did not his name appear on the pass-book instead of the Western Restaurant. He did not know of the matter until he came into Court that morning. He submitted that defendant's theory was a feasible one, and one which should be accepted by the Court.

Mr. Gardiner in reply stated there was no question of the defendant being considered merely the introducer. An introducer was never held liable. Such a thing was never known to occur. The defendant said he was going to start the Western Restaurant and that he was to be known as the Western Restaurant. The fact that the word "Western" appeared on the pass-book and not defendant's name was for the sake of convenience and in order to avoid mistakes. The theory that

there was a conspiracy among the plaintiff's folks was inconceivable. It was hardly likely that a respectable firm should come forward and deliberately perjure itself for the sum of \$75.

His Lordship—I must assume everybody to be respectable. Defendant is a respectable young man (Laughter).

After further argument his Lordship entered judgment for the plaintiff with costs, at the same time remarking that the only thing he could say was that there was a slight doubt in his mind not sufficiently strong to justify an adverse decision.

A RETIREMENT.

It is with great regret that many of our readers will learn of the resignation of Captain Saunders. This gentleman at one time had charge of the s.s. Manchuria. He was an old and faithful servant of his company and only recently took charge of the "Korea." His reason for leaving his appointment is ill health and his retirement will be the regret of all his friends. He was a very able navigating officer, and knew the coast well.

The "Korea" was brought in on her last trip by Captain Fisher who was formerly first officer on the "Mongolia."

AMOY MUNICIPAL COUNCIL.

The following are the minutes of a meeting of the Council, held at the Board room, on the 11th July, 1911.

There were present:—Messrs. W. R. Wallace (Chairman), W. R. M.D. Par, Royal, G. M. Wales, W. Wilson, the Health Officer and the Secretary.

1. The minutes of the last meeting are read and confirmed.

2. A letter is read from H. J. M. Consul regarding the nuisance caused by the blasting, &c., at Ho-keo.

3. The question of the artesian well contract having been fully considered, it is decided to stop further boring operations, cancel the contract and close the account.

4. The Secretary is directed to issue an "Express" for general information, that owing to the large number of stray dogs on the Island, steps will be taken on and after the 20th July, to destroy or detain at the discretion of the Council all dogs found without collars or unlicensed.

5. With a view to encouraging the trapping and destruction of rats it is decided to offer the sum of five copper cents for the body of every rat brought to the Municipal Offices, and the Secretary is directed to issue an "Express" accordingly.

6. The Captain-Superintendent of Police reports that the following cases have been dealt with at the Mixed Court since the last meeting:—

Encroaching on land, 2. Assault, 3. Illegally detaining a girl, 1. Throwing rubbish, &c., on the public road, 2.

Summary—Arrests:—Being concerned in blasting rock contrary to a Municipal proclamation, 2. Theft, 3. Assault, 3.

WRECK OF THE "EMPRESS OF CHINA."**Company's Announcement.**

The Canadian Pacific Railway's Steamer "Empress of China" ran on a submerged rock off Yoshin Bay on Thursday morning. Both passengers and mails were landed and proceeded to Yokohama, while the Japanese warship "Aso" proceeded to the aid of the distressed steamer.

We have received the following communication from the local branch of the Company:—

Dear Sir,—I am in receipt of advice from our Yokohama Office confirming the report that the "Empress of China" had gone ashore at the entrance of Tokyo Bay. The mails and passengers were landed and both arrived in Yokohama yesterday morning, the 28th. It is expected that the mail for China Ports will be forwarded on their destinations by the N.D.L. s.s. "Luetow," leaving Yokohama this morning, the 29th.

I might mention that I have no details covering the actual accident to the ship.—Yours truly,

D. W. CRADDOCK.

July 20, 1911.

SANITARY BOARD.

A meeting of the Sanitary Board was held Tuesday afternoon when there were present:—Messrs. E. D. C. Wolfe, presiding, Colonel Bedford, Ng Hon Tse, Dr. Fitzwilliams, Lau Chu Pak, Dr. Hartley, Asst. M.O.H., Dr. F.W. Clark, Medical Officer of Health, and Mr. Bowen Rowlands, secretary.

A Case of Anthrax.

A minute was read from the Colonial Veterinary Surgeon relating to a case of anthrax in the Kennedy Town cattle depot. The minute was to the effect that a bullock died in the Kennedy Town depot on the morning of the 19th of July from anthrax. The animal came into the depot from Ng Chow on the 9th July. The beast was inspected and passed as healthy on the 10th. On the morning of the 19th, it was noticed that the animal was ailing, and it was put on one side by the inspector for further examination. The animal died in the afternoon, and on an examination of the blood being made, the suspicion that the animal was suffering from anthrax was confirmed. The sheds in which the bullocks had been housed were disinfected and the carcass cremated. The cattle had been placed under observation, but showed no signs of illness.

A later minute said that all the cattle in the depot had since been slaughtered, and there were no further cases.

On the proposal of the president the paper was laid on the table.

A New Inspector.

A minute was read from the Colonial Veterinary Surgeon recommending the appointment of Sergt. Mackay as an inspector authorised to enter premises and seize food under section 83 of the Public Health and Buildings Ordinance of 1903.

The president said that Sergt. Angus had been transferred from Shamshui to it was imperative for the Board to appoint an inspector to see that food which was not fit for consumption was seized. He proposed that Sergt. Mackay be appointed.

Mr. Lau Chu Pak seconded and the proposal was carried.

The Old Question Again.

Correspondence was read relative to the draft of the proposed Offensive Trade Bye-Laws.

The president said that these Bye-laws had been considered by the committee at their last meeting, and all the recommendations adopted by the Board had been included in the fresh printed draft.

There were, however, one or two slight alterations which he would suggest should be made. He proposed to insert in the preamble, with their consent, the words "and published at pages 476 and 477 of the Regulations of Hongkong." It really made no difference to the members of the Board, whether they were inserted or not.

Mr. Lau Chu Pak:—I would ask you to supply each member of the Board with a copy of the regulations to which you refer.

The President informed the Board that it was a very big volume and he did not think it necessary to purchase one for each member of the Board. He did not think it necessary to go about the town armed with a volume each, but one could be obtained and laid upon the Board table.

Col. Bedford:—Regarding the preamble, I cannot help thinking that it would be more in order if the proposed alteration was put forward as a foot note, especially as it was passed by the Board that it should be deleted.

The President:—That was in a separate set of Bye-laws. We agreed to cut it out of the Conservancy and Seavenging Bye-laws.

Col. Bedford:—Personally, I think it should be put as a foot note rather than in the preamble itself. It will be just as useful.

The Secretary then read the Bye-laws and they were adopted by the Board.

Nullah Training.

Correspondence relative to the training of nullahs was read. The President said the question came up in connection with questions asked some time ago. A map of Hongkong and Kowloon had been submitted, which showed the amount of training done, and as far as possible, gave the information asked for. The amount expended on the training of nullahs was also stated. The

members would see that most of the recommendations of the Board had already been carried out. He thought that in view of the information supplied, the Board could state what their recommendations were for the ensuing year. The matter could not be settled that day, and he suggested that a committee consisting of the three medical officers, with the Medical Officer of Health as President, be appointed. The motion was agreed to.

GARRISON ORDERS.**Preparing for Home.**

Garrison orders have been issued to the following effect:—Officers Commanding units will tender to his office by the 20th August, 1911, a return on A.F. 2053 of officers desirous of being examined in subjects (a) to (g) for promotion next December.

All W.O.s, N.C.O.s and men time expired due for discharge, or transfer to Army Reserve, invalids, etc., up to 30th November, 1912, will be sent home on H.T. Rohilla, which will leave Hongkong on the 16th November next. Officers Commanding will accordingly forward to this office without fail by 10 a.m., Thursday, 3rd inst., a nominal roll of all ranks of entitled passengers due to proceed in this vessel, under the following headings:—

1. 1st class officers, their wives and families.

2. 2nd class passengers, their wives and families, and officers' servants entitled to 2nd class passages.

3. 3rd class, all other families.

4. Troops (N.C.O.s and men below class 10, including those married) numbers only.

Thence of each child on November 16th, 1911, and sex to be stated. Every care should be taken to ensure this return being accurately compiled. Any subsequent amendment thereto should be immediately communicated to this office.

Variety entertainment.—A variety entertainment will be given at the Mount Austin Barracks on Saturday, 5th August, in aid of Military Charities. Reserved seats \$2, other seats 60 cents and 30 cents. Doors open at 8.45 p.m. Commence at 9.15 p.m.

Will those who have old papers, magazines, and books, kindly return the same to the Chaplain's Room, Scamell Point, any morning before 12 noon, for the use of the men on the homeward voyage next troping season.

CANTON-KOWLOON RAILWAY.

It is reported that H. E. the Viceroy appointed officials to draft a series of regulations in connection with the running of the Canton-Kowloon railway. The draft has been completed and sent to the Governor of Hongkong for approval before being put into force.

One series of the regulations deals with the management of the employees of the railway, and the responsibilities and duties of the drivers when the trains are in motion. Another series deals with freights and fares. Passengers acting contrary to the bye-laws and regulations of the railway will be dealt with accordingly.

Fog signals and the firing of bombs will be introduced in cases of bad weather. The regulations also govern the speed limit and the supply of tickets to passengers also a public notification of the arrival and departure of trains.

The employees of the railway when on duty will not be permitted to entertain passengers. Special apartments will be set apart for the convenience of female passengers, prisoners, and lunatics.

HYGIENE EXAMINATION.

Twelve schools entered teams for the annual examination in hygiene, which was held on 14th July last.

The highest place has been taken for the second year in sections by the Belilias Public School, with an average of 62.9. St. Joseph's College came next with 57.3 and St. Mary's School third with 51.4. As the Belilias School was unable to send in a full team of 10, the shield goes to

AQUATIC SPORTS.**KING'S OWN YORKSHIRE LIGHT INFANTRY.****Brilliant Day: Huge Success.**

Aquatic Sports, promoted by the 1st Battalion of the King's Own Yorkshire Light Infantry, were held in the Naval Ordnance Chamber Tuesday afternoon. The weather was brilliant, and despite the powerful sun, well suited to the progress of the races. There was a very large attendance, composed chiefly of soldiers, who did not fail to show their appreciation, impartial, of the splendid efforts of the contestants. Some very fine times were recorded, especially in the mile race, won by Bombadier Naylor, who completed the distance, although once hindered by a sampan, in 29 minutes 42.45 seconds.

The judges were: Lieutenant Col. L. A. H. Hamilton, who is also president, Lieutenant G. H. Stavoley, Lieutenant and Quartermaster J. C. Brasier, and Mr. A. A. Claxton. Sergeant-Major E. J. Smith was the starter.

The following were the results:—

One hundred yards: Private Smith, 1; Miller, 2; Harris, 3.

The race was well-contested, although from the start it was easy to be seen who would ultimately reach the winning post first. Miller at once forged ahead and held his lead throughout. His time was 59.15 seconds.

High Dive: Privates Medley and Ward tied for first place, and Sergeant Marchant and Private Miller for the second.

The diving, in which points alone counted, was of a very high order and the judges had difficulty in allocating the prizes. Several contestants had to take three plunges before the judges arrived at their decision.

Relay Race: Heath Cup: A Company 1; B Company 2; H Company 3; C Company 4.

The race created a great amount of excitement, and was in no sense won until the last man had entered the water. Boreham of A Company was the last man to swim on their behalf, and his work was cut out in an endeavour to make up lost ground. With the two arm stroke, almost approaching "the crawl," he out-distanced his rival and won from Private Newbold the race for his side. It was one of the finest races of the afternoon, and Private Boreham well deserved the splendid ovation accorded him at the close of the race.

Low Dive: Private Medley, 1; Sergeant Starling, 2; Private Bee, 3.

As in the high dive Private Medley showed his neatness in this difficult work and certainly deserved the honours. The other contestants by no means lacked skill and Starling ran him very close.

Four hundred and forty yards: Private Barras, 1; Private Miller, 2; Private Smith, 3.

The race was not contested in a series of lengths, but the participants were taken right out into the harbour and swam into the Chamber. It was almost impossible to see the swimmers at the start, but as they neared the Chamber, hunched together, one was puzzled as to the result. Barras, however, about 200 yards from home quickly left his opponents, but Miller was close upon him. They eventually drew level within twenty or thirty yards of the post, and exerting all his strength Barras reached it first. Miller coming in about two yards behind. Ten yards divided second and third. The winner's time was 7 minutes 21.15 seconds.

Greasy Pole: Privates Negus, 1; Withers, 2; Jamerson, 3.

In this humorous competition the judges had again difficulty in awarding the two prizes. They eventually came to the decision that as the three above were equal it would only be fair to divide the two prizes amongst them.

Greasy Pole Costume: Lance Corporal Cooper.

Only one prize was given for costume which found favour in the judge's eye. There were only four entries and were all exceedingly laughable. The winner was dressed as pictures represent the appearance of his Majesty, and without doubt it was a very

fine make-up. The others wore a "lady" in bathing costume, pierrot and an evening dress made of many colours.

Mile Race: Bombadier Naylor, 1; Sapper Collins, 2; Private Morgan (Tamar), 3; Private Cookson, 4.

This was the biggest event of the afternoon. There were ten entries, but some fell out after about ten minutes' swimming. All the men kept together during the first 440 yards, but Naylor on turning round went to the front and was quite seventy yards in advance up to the last length. Then again swimming strongly he touched the winning post 150 yards in front of the second man. He appeared quite fresh when he came out of the water. He kept up one stroke, the double arm, all through the race, and his movements were very easy. His time was 29 minutes 42.45 seconds. Only three prizes should have been awarded, but owing to the splendid struggle made by Cookson a fourth prize was added.

Non-Exports' Race (for swimmers who had not won a prize): Private Gibson, 1; Lance Corporal Douglas, 2; Buglar Warren, 3.

The race was one of about 250 yards and was well contested until the last twenty yards. Gibson was rather fortunate in winning, gaining the first prize by a touch. Douglas put up a splendid race.

Consolation Race: Bombadier Ormleigh, 1; Private Newbold, 2; Hill, 3.

The race was for swimmers who had not won a race during the day. It was a very good race.

The prizes were presented this afternoon.

ALLEGED ASSAULT BY PORTUGUESE YOUTH.

Before Mr. J. R. Wood at the Magistracy on Monday, Michael Francis Bothello was charged with assaulting two Chinese at Mosque Junction on the 18th July last.

His Worship (to first complainant)—How many men do you say struck you?—Two.

Where's the other?—The other has not come.

His Worship (to defendant)—Did you strike witness?

Defendant—He struck me first. Complainant stated that on the day in question, he was returning at 4.30 p.m. from the Dairy Farm with some mutton. He stood at the doorway of a Chinese house on the way, when some small Portuguese boys came up to him and dogged the mutton about. He put down the mutton and proceeded to remonstrate with the youths. A big Portuguese boy then came up and threw stones at his eyes. The man was not present in Court. As a result of it, he sustained bruises in the eyes. He was then struck on the head. When he got back to the house, his mistress asked him why the mutton was soiled.

The case is proceeding as we go to press.

ILLEGAL TAXATION ON OPIUM.**To be Removed.**

(THE "TELEGRAPH" CORRESPONDENT.) Canton, July 31.

The Ministry of Foreign Affairs was responsible for the issue of an Imperial edict some days ago, instructing the authorities throughout the provinces, especially in the province of Kwangtung, to remove all forms of illegal taxation on opium.

It appears that soon after the conclusion of the Anglo-Chinese treaty governing the yearly reduction of the importation of opium into China, the British Minister at Peking had repeatedly protested against the action of the provincial authorities in imposing illegal taxation on opium.

The Ministry of Foreign Affairs found it difficult to handle the situation, and consequently it asked the Throne to issue an edict for the purpose of assuring the foreign merchants of the good faith of China; and to order the provincial authorities to abolish all illegal taxation on opium without further delay.

Notwithstanding this Imperial edict, the authorities in Canton still insist upon the payment of the anti-opium residue tax.

LOG BOOK.**New Trans Pacific Liner.**

The Toyo Kisen Kaisha Co. are building a fine 21,000 tons turbine liner at Nagasaki. She will make her maiden trip from Kobe to San Francisco on August 20th. The new Toyo Kisen Kaisha liner Shinyo Maru, now nearing completion at the Mitsui Bishi Dockyard and Engine Works, Nagasaki, is a response to the demand of the travelling public for greater speed and comfort in Pacific Ocean Travel. Built entirely in Japan, it stands in detail of construction and arrangement as the highest expression of the shipbuilders art. The building of the vessel has occupied two years, but long before the laying of her keel the builders were busy looking the world over for new ideas and improvements to embody in her, and in making use of the valuable experience they had obtained in the building of her sister ships, Toyo Maru and Chiyu Maru, they have added many unique and valuable features. Some idea of her magnificent proportions may be gathered from the fact that she is 550 feet in length, 63 feet in width and 38.1 feet in depth. Giant turbines have been installed, similar to those of the Lusitania and the Mauretania, the leviathans of the Atlantic, and driven by these powerful engines, she obtains a wonderful speed of 21 knots per hour without the slightest vibration to her hull. Safety is secured by the strength of her construction and up-to-date equipment of wireless telegraphy. In her fittings for the passengers' comfort, the world's storehouses have been drawn upon for the best, and in the matter of cuisine the Toyo Kisen Kaisha reputation will be fully maintained. In all there are sixty large spacious first-class cabins on B, C and D decks, and two magnificent suites of rooms on the forward B deck. A special feature about the first class cabins is that not one of them is an inside room, all having ports opening outside and all adjacent to doors leading to the decks.

The interior fittings of the cabins are indeed the finest possible, and no expense has been spared in arranging them properly and luxuriously. Each room has an upper, lower and sofa berth, convenient twin fold-up lavatory, large clothes locker and writing desk and is also equipped with electric berth lights. On the whole the arrangement and fittings of these cabins will do much toward making the stateroom life worth living, and this, with the knowledge that the berths are more like large roomy beds than ordinary berths, should be greeted by travellers with much favour.

Upon the A, or Bridge deck is a beautiful palm garden, where passengers may listen to a band of Hawaiian musicians, and escape the usual deck monotony so customary during a long ocean trip. On the B deck are located the drawing, lounge, smoking and writing rooms, all of which are luxuriously fitted in Oriental splendour. Numerous baths, both tub and shower, are to be found in the most convenient places, and a large swimming tank, for salt water bathing, is located on the forward part of this deck.

The dining saloon is a dream of artistic beauty and the seasoned travellers will at once note that the many long seated tables, so common on most steamers, have been supplemented by round dining tables, seating eight persons each and arranged similarly to those found in the large metropolitan cafes.

It is the intention of the Toyo Kisen Kaisha management to arrange a reception on board the Shinyo Maru before she commences her maiden trip from Yokohama on August 20th, and to entertain the public in order to show them over the new steamer before she starts on her voyage to San Francisco.

Capt H.S. Smith is the fortunate officer appointed to the command of this beautiful new steamer, and his great popularity and wide acquaintance with Pacific travellers will go far towards rendering the Shinyo Maru the most popular liner of this popular line.

SUPREME COURT.

Monday.

Before the Chief Justice, Sir Francis Piggott, and Mr. Justice Gompertz.

DISPUTE OVER PEAS.

Resumed Appeal.

The hearing of the appeal against a judgment delivered by Mr. Justice Gompertz in an action in which W. G. Humphreys and Co. were plaintiffs and P. Sollietti and Co., were defendants, was resumed Monday morning.

The Hon. Mr. H. E. Pollock, K.C., appeared for Messrs. Sollietti and Co., whilst Mr. Eldon Potter represented Messrs. Humphreys and Co.

The judges are not fully agreed as to the proper construction of certain letters and weight to be attached to certain words.

With regard to the final paragraph in a letter written by Messrs. Humphreys, the judges wished to hear "a short argument as to whether, supposing Messrs. Sollietti contracted merely as agents, the effect of the paragraph, not being dissented from by Messrs. Sollietti, is not to make Messrs. Sollietti as agents guarantee the performance of the contract for peas, by their principals."

The Chief Justice said:—"The Court unfortunately is divided in its opinion of one point. One of us is of opinion that on the construction of the letter Sollietti contracted as principal; the other is of opinion he did not. One of the judges has taken this contract and considered the effect of the words of the terms of the contract; the other of us is of opinion that it might be construed into an express guarantee by Sollietti to Humphreys. That is one point we want to clear."

Mr. Pollock: Turning to the letter your Lordships will see the words "you now propose to deliver." I submit, "you now propose" means "you" as agents. In other words in that letter "you" means "you" as agents. If you will look a little lower down you will find a repetition of the words "you now propose." And in that case again the "you now propose" means "you" as agents.

Mr. Potter said he hoped to convince their Lordships that where an agent admittedly contracted as agent, used certain words in the contract which makes him liable, although agent, for the whole contract. He ventured to submit that, because of the concluding paragraph in the letter, Mr. Sollietti had undertaken a liability, and although he is agent, they were, at liberty to sue him and make him liable.

"It may be that he has rights over and against his principal," said Mr. Potter, "but having undertaken a liability, and although he has signed as agent, he is still liable on the whole contract. Whether he has rights against his principal or not is a matter with which I am not concerned. I submit he is liable because he has agreed to become liable."

DYNAMITE SMUGGLING.

Police Precautions.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, July 28. Being afraid of the anarchists attempting to smuggle arms, ammunition and contraband into the interior, by way of the ports in Kwongtung, His Excellency the Viceroy has telegraphically instructed the Customs Authorities and the deputies in charge of the different Lokin Stations to keep a sharp look-out. His Excellency has besides despatched four officials to your end, as detectives who are required to report to the Viceroy by wire everything brought under their notice. He has also deputed a large number of detectives to come aboard steam launches and passengers' boats in the disguise of civilians for the purpose of making inquiry and apprehending the smugglers.

His Excellency Admiral Li Chun has in connection with the anarchists' repeated attempts to smuggle contraband, resolved to start a cruise on the Canton waters, and has instructed the commanders of gunboats and other naval craft to work similarly for the apprehension of the smugglers.

THE EXPLOSION.

SEVERAL THEORIES.

Bomb Outrage Ridiculed.

The explosion which occurred last Friday on the Praya has been the topic of conversation, both of European and Chinese, almost without intermission since it happened. Several theories have been put forward as to the nature of the explosive, but all seem to have been abandoned. The effect of dynamite is, as we all know, downward in its action, and the circumstances surrounding the affair, taking this into consideration, put an end to the supposition that it was dynamite. The coolies carrying the dangerous parcel were on the point of lowering it into the junk when it exploded. The effect was only felt by those above it; had it been dynamite, said a person interviewed this morning, there would not have been a soul left alive on the junk. Thus dynamite is set aside.

"Then what do you suppose it to be?" queried our representative.

Fulminate of Mercury. "Well," said our informant, "I have examined both the jar and some of its contents, and the conclusion at which I arrive is that it was fulminate of mercury." Thus another theory is set up.

"What are your opinions regarding the whole case?" again we asked; and to sum it up briefly, our friend said he did not believe that for a moment there was any evil intent.

"It amounts to this," he said. "A person, whom we know, ordered some packages to be sent to Penang while he went to Canton on business. The contents of these packages were quite harmless it is thought, for the man who packed them helped in carrying them to the junk. If dynamite, or any other explosive, had been included, it would naturally follow that the 'foki' would not have helped; thereby risking his life."

"Then how do you account for its presence?"

"That is a question which I cannot at present answer, we shall have to await the return of the gentleman from Canton for an explanation, though not for a minute do I believe him guilty of any plot."

Nothing Suspicious. It is true, as our representative found on a visit to the Police Station, that from what is known there the gentleman now in Canton is apparently a farmer, and has been to Hongkong to deal in seeds and other things connected with the farming business. His luggage has been taken to the Police Office, and being granted an examination of it, we found it to contain a lot of seed, and certainly nothing of a suspicious nature.

Still being dissatisfied as to the presence of the explosive our representative made further inquiries as to the contents of the remaining 30 cases. We were assured that they were quite harmless, and did not contain anything which might result in such another catastrophe as that which happened yesterday. That was as far as we could proceed this morning, but last night we were fortunate in securing the details which we give below.

The packing case in which the explosive was placed was encased with wood and was filled with joss sticks and paper. Apparently the explosive was placed right in the centre of the jar. The noise of the explosion was not so great as that which results from the bombs, warning residents of the approach of a typhoon, and experts say that the explosive must have been packed loosely, else the result might have been much worse.

Police Information. As regards Police information we learned that the Detective Department had been in close touch with the Canton authorities in the endeavour to prevent the importation into the Chinese city of arms and ammunition through Hongkong. They had no knowledge of the absolute presence of this explosive in Hongkong, except that they had received information that some were stored in certain boarding houses on the Praya front.

They ridicule the idea of a pre-arranged bomb outrage. The case was only one of forty bearing a trade mark—that belonging to a brand of condensed milk.

V. R. C.'S AQUATIC FETE.

A Huge Success.

An event which had been long looked forward to and which like similar events at Home and abroad, is ever popular—an aquatic fete—was held in the V. R. C. bath on Saturday evening. Round three sides of the bath had been erected galleries, and these were well filled. As far as sport was concerned there was nothing lacking, provision having been made to suit the tastes of all, and it certainly was greatly enjoyed.

The numerous side had not been neglected, and many were the roars of laughter created by those who endeavoured to surmount that slippery obstacle—the greasy pole.

Events.

The following were the results:—

Two lengths' handicap: Boat 1: A. R. Ellis (oves 9) 1; G. C. Jorge (7) 2; Heat 2: E. L. Braga (6) 1; W. J. Carroll (7) 2.

Three lengths' handicap: A. A. Claxton (oves 8) 1; M. A. R. Souza (6) 2.

Walking greasy pole: F. B. Silva 1; J. M. A. Remedios 2.

One length breast stroke, handicap: A. V. Barros 1; R. C. Witcheil 2.

Ladies' Nomination: M. A. R. Souza 1; H. J. White 2.

Team Race.

The team race created much interest, and was certainly a very keen one. There was very little to choose between the teams. Such races at any gala are always contested under a great amount of interest—may excitement—and Saturday's was no exception to the rule. The times, too, were good.

The following are the teams and winners:—

R. C. Witcheil, L. E. Lammert, L. C. Souza, A. J. V. Ribeiro, F. Ellis and E. L. Braga 1.
L. E. Lammert, A. V. Barros, E. Leitao, and J. V. Braga 2.
G. C. Jorge, and J. A. M. Roza Pereira, M. A. R. Souza, P. K. Tata, R. J. J. J. J. 3.

Water Polo.

To wind up an admirable programme, an exhibition game of water polo was played between picked teams, distinguishable by blue and white. They were:—

Whites: L. E. Lammert; A. V. Barros and J. M. Roza Pereira; E. Leitao; H. C. Sayer; R. A. Carvalho and C. A. G. Rodrigues.
Blues: F. C. Witcheil; T. Logan and A. S. Ellis; A. A. Claxton; A. H. Carroll, L. C. Souza and H. J. White.

The game was splendidly fought, and even. The Blues were the first to become aggressive and for some time the Whites were penned in their goal. Lammert was playing a good game, and gave a neat pass to Barros, who had little difficulty in scoring. At the interval the score was unaltered.

In the second half the Whites made a splendid effort to equalize, but were met with a strong defence which backed up a capital attack. They swept the ball along in a beautiful combination, and when the whistle sounded had registered two more goals.

A DARING FEAT.

A very daring feat has been performed at the Chung Ling Theatre during the last few nights. In addition to a splendid performance, which is quite equal to that placed on a European music hall stage, is a turn in which a man of extraordinary strength, allows a large piece of rock to be broken on his head.

The mode of procedure is peculiar. A towel folded twice is placed on the man's wholly shaven head, and a large oblong block of stone is rested on the top of the towel and held in position by him. Another artist wields a sledge hammer, bringing it down with great force on the top of the stone, until it breaks.

The man appears little worse for his daring experiment, though nevertheless the other night, when he submitted his trick to a large audience, he afterwards appeared a little dazed. There is no fake about this, for we have been privileged to hold an inspection of the stone and the sledge hammer immediately after use.

VALUE OF TRAM LIFE-GUARDS.

Kid Saved.

Tram life-guards are often the butt of the criticism of a captious public, their utility often being questioned and seldom recognized. The same criticism is as prevalent in this Colony as at Home, where all kinds of guards have been fitted to the cars of various systems in many towns. It has seldom happened that they have been called into use, though experiments with dummies, as heavy as the average man, have proved successful.

Despite these experiments, the critical public has not accepted them as life savours, finding a difference between a dummy and a man, who in his endeavours to save himself, is either severely injured or killed. Whatever the public may think, the following story of unheeded life saving ought to convince them of their error in belief.

On Saturday afternoon the writer was on a car proceeding to Hongkong from Wan Chai. Without warning the vehicle was brought to a sudden standstill, throwing passengers off their seats. Wondering what had happened several persons dismounted, and there saw resting peacefully on the life-guard a goat. It appears the goat, a young one, had, in its peregrinations in search of food, wandered on to the tram track as the car approached. The driver was unable to pull up in time to save it being knocked down, and he must have expected to find, a few seconds later, its mangled remains. Not so, for as stated above, it was saved.

An umbrella moved the kid from its temporary peaceful resting place, and bleating a little, it frisked about, apparently unhurt, and again resumed its march in search of food.

LEAGUE TENNIS.

Distributing the Medals.

On Saturday the Y. M. C. A. played the rest of the league on their courts at Kowloon, and the match was watched with a great deal of interest. This was the final fixture of the season and a goodly number of visitors turned up to witness the excellent games that were played. At the conclusion of the contest the shield that had been won by the Y. M. C. A. and the medals for the team, were presented by Miss Brown, who was introduced to the company by Dr. Forsyth, the chairman of the league.

In the course of a few interesting remarks the chairman said that they were all pleased that the Y. M. C. A. had won the shield for another year. Very good form had been shown by the various teams and he was sure that the remaining teams, half of their members were "Kowloonites." He complimented the Chinese Y. M. C. A. on the progress they had made. At one time they looked like winning but their team was weakened towards the end of the season. From what he had gathered, he understood that another team was going to win the shield next year. He had it privately from Mr. Humphreys that he was importing some new blood from England for next season. (Laughter.)

Those to receive medals were:—Messrs. L. C. Broton, C. C. Hickling, A. N. Joseland, A. O. Shorey, A. Vivesh, S. Williams, and J. L. Macpherson.

Miss Brown was presented with a bouquet and silver holder and was accorded a vote of thanks by the Y. M. C. A. for her presence there that afternoon, on the proposition of Mr. Lewis.

Shorey and Williams beat Humphreys and Wood 1-4; lost to Green and Fittok 5-0; lost to Crookland Wong Po Keang 4-2. Vivesh and Le Breton beat Humphreys and Wood 8-3; lost to Green and Fittok 5-0; beat Crookland Wong Po Keang 8-3. Hickling and Joseland beat Humphreys and Wood 10-1; beat Green and Fittok 7-4; beat Crookland Wong Po Keang 9-2.

ILOILO IN PATH OF RECENT TYPHOON.

For several days past Iloilo has been visited by severe winds and heavy rainfalls, which culminated Friday afternoon at 2 o'clock in a decidedly heavy gale which continued for fully an hour carrying loose debris, limbs of trees and in some cases sheet iron that was blown from the roofs of houses.

The portion of the city which suffered most heavily was the section which lies the south beach from Fort San Pedro to Molo. In this district trees, phone and light poles and unstable nipa houses were quickly blown to the ground, while the waves from the straits assisted in the work.

A sheet of iron roofing on Calle Almaguer was blown through the air and in its passage cut the telephone wires at that point.

The provincial telephone lines are all down between Jaro and Jaro Bridge. These wires were strung on iron poles but the wind snapped them off like reeds.

The high waves did serious damage to the breakwater, starting from Fort San Pedro to Calle Duran.

The Iloilo market flooded several times and a number of market buildings were completely destroyed.

From the market on Calle Rizal to the intersection with the Molo road the beach was lined with the debris of demolished nipa dwellings and all that remained standing were supported by a half dozen bamboo poles each.

The plaza in Iloilo received its share of damage, two of the largest trees being suddenly uprooted while twenty more lost their tops largest limbs.

On Calle Concepcion one house had the entire front portion blown into the street, making it resemble a huge stage without a curtain.

In Molo the administration building and seven private dwellings of nipa were destroyed, and similar damage was reported from Jaro.

Mr. R. L. Landon, general manager of the Electric Light and Telephone Company, states that he had his entire force of fifty men out last night trying to fight the elements and repair wires as fast as they were broken, but that when part of the iron roof on Mr. E. J. Pleider's home at the end of the Jaro bridge blew off at 8.00 p.m. and cut eight main heavy voltage wires from the light plant it was more than he could contend with and Iloilo was in darkness until 11.00 p.m. when the connections were again made.

Mr. Landon also says that he cannot speak too highly of the work of linemen, who were climbing poles all day and up until two o'clock this morning, when he was obliged to call them off on account of physical exhaustion.

To Mr. W. F. Wells, the electrical engineer of the company and to Mr. W. P. Phelps, the cashier, should be given special praise for the splendid assistance given in making it possible for the public to have the regular light and phone service this evening in the face of the most severe storm Iloilo has had this year.

The light and phone wires are down all the way to Molo and Jaro and there is interruption in the lines to the provincial municipalities but Mr. Landon is authority for the statement that everything this side of the Jaro bridge will be in shape to-night. "Iloilo Enterprise."

IMPORTANT VICEREGAL CHANGE RUMOURED.

THE "TELEGRAPH" CORRESPONDENT.]

Canton, July 28.

It is rumoured in Canton that H. E. the Viceroy has received a private telegram from the North of his transference to Hupoh as Viceroy. According to a report originating from official circles, the Canton Viceroy and the Nanjing Viceroy will exchange posts. The latter, it will be remembered, was the Viceroy of Canton some years ago and was held in the highest esteem by the Cantonese for his administrative ability. It was through his influence that a large amount of the endowment fund of the Hongkong University was subscribed.

SHORT SERMON.

Heroism.

But a certain Samaritan . . . went to him, and bound up his wounds, pouring in oil and wine, and set him on his own beast, and brought him to an inn.—Luke x, 33-34.

A priest in a Lavio had seen this wounded man lying half-dead beside the road from Jerusalem to Jericho, but each had passed by. It is probable that each feared to go to him, lest some such dire fate befall the would-be helper.

Probably it did not occur to either of those pilgrims that the very condition which bred this fear was the mother of true heroism, in disguise. More than likely, however, neither these men nor the Samaritan, who came after them and who did not pass by, had any thought of heroism.

For the world then, as now had a way of limiting heroism to deeds of slaying valour and acts showily surrounded. We want our heroes to be "heroic." We wrongly attach greater value to the deed of daring done in the "forefront of the light" than to the Samaritan's unobscured service.

And this Samaritan was not only the highest type of "neighbor," but also one of the highest types of "hero."

Representing, thinks he to God, a host of real heroes whose names are not generally known, nor ever will be, but whose deeds are making life better and happier for many and adding immeasurably to the growing strength of the human soul.

Emerson calls heroism the "military attitude of the soul."

Choosing this as an apt description, we may enlarge upon it and designate the common hero as the private soldier, leaving the gold lace and the high-sounding titles for the one who stands out in the limelight of publicity, but is often less surely rewarded, even in this world, than his humbler brother in heroism.

The story of the good Samaritan, as told by Jesus Christ, does not include mention of any reward for the deed done. It is not even recorded that the stranger so greatly helped thanked his rescuer. But countless multitudes have been led to kinder deeds and truer heroism by its spread through all lands and all times. If this is not high reward, then there is no such thing as high reward.

But the ideal of heroism has nothing to do with rewards.

The ideal of heroism is that displayed by the average person in the ordinary everyday round of duties. In the words of a recent writer:

It is comparatively easy to rouse one's courage for a supreme and final effort, even when everything depends upon it, but the daily grind, the disheartening round—these try one as nothing else can. Many an act of heroism has been performed almost instinctively before there was time to calculate the chances of failure or success, and, when everything was over, the spectators were not more surprised than the hero himself. But the sustained heroism of daily life is a succession of noble acts performed, not under the stimulus of exciting circumstances, but in the prosaic surroundings of everyday life.

Here, amid these prosaic surroundings, as there, long ago, in the silence and secrecy of that lonely road in Palestine, the truest heroes are adding each day to the sum total of heroism.

It is one of the sustaining facts that this is so; that in spite of many discouraging phases of human existence, we have always with us the true hero,—that even we ourselves may work our way into these luminous ranks.

The Boatbuilders' Strike.

There has been a recurrence of the recent trouble among the native boatbuilders. The latest development appears to take the shape of a demand by two of the leading spirits to the effect that 30 cents should be paid on every \$100 contract, the money to be sent to the Guild. This owners refused to comply with the men's request and subsequently had them arrested and their names placed on the charge-sheet. This step led 400 to express vigorous protest, and, Sunday morning, they went out on strike.

COMMERCIAL.

Weekly Share Report.

Messrs. E. S. Kadoorie's weekly share report dated Hongkong, July 28, contains the following:—Since last report rates generally have been maintained, transactions having been reported in nearly every stock.

Rubber.—Latest advices from London give the quotation of Fine Hard Para at 4s. 8d. Shares, however, do not seem to have responded. As we close prices are about the same level as last week.

Banks.—Hongkong and Shanghai Banks, after sales at \$015, have weakened to selling rate of \$010, following London, which, at the beginning of the week, was \$015, but has since receded to \$010.

Marine Insurances.—Unions have been a quiet market with a nominal quotation of \$815 and Cantons, after transactions at \$210, are quiet. North China, which were wanted in the earlier part of the week at Tls. 170, are now a neglected market.

Fire Insurances.—Hongkong Fires are in steady demand at \$335 and there is no business to report. China Fires have been in strong demand at \$121 and later at \$122, closing with buyers at the latter rate.

Shipping.—Hongkong, Canton and Macao Steamboats, after being on offer at \$31, now seek buyers at the reduced rate of \$30. 1-2. Their report for the half-year which has just been issued reads:—"After paying running expenses, salaries, premium of insurance, repairs and all other charges there remains, including \$20,000 brought forward from last account, the sum of \$164,428.30 in credit of Profit and Loss Account. From this amount the Directors recommend that a dividend for the half-year of \$125 per share, or \$103,000, be paid to shareholders, \$20,000 be written off Book Value of Steamers, \$5,000 be written off Wharves and Properties, \$10,000 be transferred to Depreciation and Insurance Fund, \$5,000 to be transferred to Special Repairs Fund, leaving a balance of \$24,428.30 to be carried forward to a new account." China and Manilla are weaker and have been dealt in at \$101.4. Shells have receded to a selling quotation of 80s. in London, whilst Indos have again firmed and could now be placed at \$05. Old Star Ferries are in steady demand at \$26. 1-2 and the new shares are wanted at \$16. 1-2.

Refineries.—China Sugars are in firm request at \$102. Lurons, after sales at \$25, are weaker. Mining.—Chinese Engineering and Mining have been sold to Shanghai at Tls. 14 and Rauba at \$2 are quiet with nothing doing. The Langkat quotation from Shanghai is Tls. 92 with no local transactions to report. French Mines strengthened during the week to 02s. 6d. and after falling to 87s. 61., have again firmed with London buying at 91s. 61.

Docks, Wharves and Godowns.—Hongkong and Kowloon Wharves have been consistently on offer at \$50 with no business. Hongkong and Whampoa Docks are quiet at \$57. In Shanghai Hongkong Wharves are quoted Tls. 55 and Docks have further weakened to a nominal quotation of Tls. 50.

Land, Hotels and Buildings.—Hongkong Lands are in steady demand at \$90 and West Point could be placed at \$47. Kowloon Lands are stronger with buyers at \$26. Hongkong Hotel Old shares could probably be placed at \$119 and New shares are on offer at the highly reduced rate of \$74.

Cotton Mills.—Hongkong Cotton have been the medium of a fair business at \$6 and more shares could probably be placed at \$6. 1-4.

Miscellaneous.—Green Island Cements, after considerable business between \$3.00 and \$4.10, close in request at \$4. China Providents are wanted at \$71.2. Hongkong Rope at \$19, cum the interim dividend of \$1 just declared, Dairy Farms at \$22 and Electric at \$21. 1-2, are wanted, whilst Humphreys' Estates at \$61.2, Hongkong Ice at \$180, and China Borneo at \$0.3-4 are quiet at rates quoted. William Powell's are again stronger and have been dealt in at \$4.40.

THE RIGHTS, DUTIES AND LIABILITIES OF SHARE-BROKERS.

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Introduction.

The subject about to be discussed in these pages as to the rights, duties and liabilities of sharebrokers is one of undoubted interest to practically every member of the community in Hongkong, for there are very few indeed who have not invested or speculated in shares, and probably a very small percentage of these have more than a dim idea either of their own rights and duties, or of those of the sharebrokers they have employed.

The conditions existing in England, and in other European countries, are so very different from those which exist in a small Colony such as Hongkong that it would seem to be not altogether easy to apply the laws which regulate the rights and duties of sharebrokers in the United Kingdom to the brokers of this small Colony and of Shanghai; but it is submitted that, so far as it is possible to apply these laws, they should, and would, be applied by the Supreme Court of Hongkong and by H.B.M. Supreme Court of China.

In England the duties and liabilities of its members are to a very large extent regulated by the rules and usages of the London Stock Exchange; and the usages of that body being notorious and general, as well as reasonable and legal, all persons employing brokers to buy or sell shares for them are bound by such usages, and must be taken to have authorised the brokers to act in accordance with the rules of the Stock Exchange, and will be deemed to have submitted to be bound thereby. Even if the principal is personally ignorant of the usages of the Stock Exchange "it is now thoroughly established that a person who deals in a general market is bound to enquire what its usages are; and that those who deal with him have a right to hold him bound by them" (Lord Blackburn in *Mollett v. Robinson* L.R. 7 C.P. 84). (It was, however, held in the case of *Perry v. Barnett* 14 Q.B.D. 467 and 15 Q.B.D. 388 that where a contract, void in law, was made by a broker for his principal, the latter was not bound by usages of the Stock Exchange which were unknown to him, and whereby the broker was compelled to carry out the contract in question.) And, as stated in the judgment of the Judicial Committee of the Privy Council in the case of *Forget v. Baxter* (1900) A.C. at p. 470 "Their Lordships think it a sounder principle to hold that when one employs a broker to do business on the Stock Exchange he should, in the absence of anything to show the contrary, be taken to have employed the broker on the terms of the Stock Exchange."

The Stock Exchange referred to in the case last cited was the New York (not the London) Stock Exchange, and the principle laid down by judicial authority is that where a sharebroker is employed to buy or sell shares in any particular part of the world, where there exists a stock exchange, the rules and usages of which are generally notorious and reasonable, the principal is bound by those usages "to the same extent as a person would have been bound who belonged to the place" (*Mollett v. Robinson*). Obviously, therefore, a person belonging to the place where there is a stock exchange, or (as in Hongkong) a Stockbrokers' Association, the regulations and usages of which are notorious and reasonable, is bound thereby in the matter of share transactions in connection with which he employs a broker who is a member of that Exchange or Association. But it is necessary that the regulations and usages should be both legal and reasonable. If any such usages are either illegal or unreasonable unless it were proved that the principal was fully aware of the unreasonable usage and raised no objection to it in the first instance. (*Seymour v. Bridgman* 14 Q.B.D. 460), they could not be binding—e.g. a usage that a sharebroker was not bound to disclose to his principal (the seller) the name of the purchaser of shares not fully paid up, and at the same time remained under no personal liability to his principal, would be most unreasonable, and would not be binding; nor would

a usage be binding, in England, which was contrary to the provisions of the Gaming Act 1892 (55 and 56 Vict. c. 49).

By the usages and practice of the Stock Exchange in England, and according to the Rules of that body its members deal with one another as principals. "Every bargain, therefore, whether for account of the member effecting it, or for account of a principal, must be fulfilled according to the regulations of the house" (Rule 49) (*Grissell v. Bristow* L.R. 1 C.P. at p. 53). And, for the convenience of business, there were established two different descriptions of members of the Stock Exchange—brokers and jobbers. The business of a broker is to act entirely for his principal in buying or selling shares, as the case may be, while that of a jobber consists in bringing together the buyers and sellers. The broker so long as he carries out his instructions, and fulfils his duties as agent for his principal, is under no liability, except under the Rules of the Stock Exchange to the jobber, but against this liability he is entitled to be indemnified by the principal. (*Ex p. Rogers* A.D. 267), but the jobber, on the other hand, runs a personal risk of loss, and is, to all intents and purposes, a party to the contract for the sale or purchase of shares. The broker, when instructed by his principal to sell shares, never approaches a would-be purchaser direct, but applies to a jobber to make a price, without stating whether he wishes to buy or to sell. The jobber then names two prices, at the lower of which he is prepared to buy, and at the higher of which he is prepared to sell, subject to the rules of the Stock Exchange. If the broker agrees to sell at the purchase price stated, the sale is fixed for a certain day called the "account day" and on the day preceding that day (called the "name day") the jobber is bound to give to the broker either his own name as the purchaser of the shares, or the name of some other person to whom no reasonable exception can be taken—who, in fact, is competent and willing to take the shares. Until that name day it is not known who are the actual principals in the transaction, but the jobber remains personally liable to pay for the shares at the price agreed upon, and should he not name a responsible purchaser the broker may sell the shares, and the jobber will be compelled to pay the loss.

Thus, in practically every transaction in the purchase and sale of shares in England, there are three members of the stock exchange concerned, the selling broker, the jobber and the purchasing broker, although there may be many others also concerned if the jobber has divided up the shares among several purchasers, or if there have been intermediate transactions.

(To be continued next Saturday)

AN INCIPIENT FIRE.

What might have been a serious conflagration involving probably the gutting of a valuable property and the contents therein, in the very heart of the business square, was narrowly averted by the timely arrival of two members of the police who had been summoned to extinguish an incipient fire. It broke out in the old Hongkong Club building and originated in a kitchen near the Bijou Theatre and immediately behind the flower stalls in Wyndham Street. The kitchen, we believe, is attached to a new Chinese restaurant which has just been opened in the old premises on the ground floor at one time occupied by Cafe Weismann and recently vacated by the Vienna Cafe. The occupants of one of the upper floors observed smoke issuing from a narrow lane and on looking into it saw that a window was aflame. The alarm was at once raised and an Indian and a Chinese constable in the neighbourhood promptly rushed in and reached the kitchen by means of the first floor. Fortunately there was a plentiful supply of water available and several bucketsful emptied on the burning window succeeded in extinguishing the flames. More fortunately still was the fact that the outbreak occurred between 8.30 and 9 a.m. to-day when people were about. Had the fire taken place when the business premises were closed, there might have been a different report to record.

A SEAMAN'S DEBTS.

Borrowed Money from Landlord. Before Mr. Justice H. H. J. (Gompertz, Primo Judge, in the Court of Summary Jurisdiction last Saturday, Tse Ling Kee, of 150, Temple Street, Yau-ma-tei, sued Ja Moo, of 22, Un Cheong Street, Yau-ma-tei, to recover the sum of \$158.80, the claim being made up as follows:—Provision and rice supplied \$33; loan \$50; interest \$55.80. Mr. C. to Kong Sing appeared for the plaintiff and Mr. Balmer Johnson, of Messrs. Johnson, Stokes and Mastor, was for the defendant.

Mr. Kong Sing stated that the provisions mentioned in the writ were really board and lodging. Defendant was a seaman living at the plaintiff's boarding-house in 1908. Defendant lived at the boarding-house altogether for five months. The rate was \$4.50 per month, which totalled for the five months \$22.50. During the time defendant lived at the boarding-house, he also asked the plaintiff to supply provision to another person, the price of which amounted to \$13.60. Defendant also borrowed \$80 from the plaintiff and interest was agreed upon at the rate of 3 cents per dollar. In 1908, the defendant paid \$20 to the plaintiff on account of the principal and \$30 in settlement of the interest up-to-date. The plaintiff was now claiming interest from December till the present time at the agreed rate.

Evidence was called and judgment was entered for the plaintiff with costs.

PROMOTION OR HONOURS.

In Colonial Service.

In a letter from Downing Street, appearing in the Government Gazette, the Secretary of State for the Colonies writes as follows:—

Letters recommending Colonial officers for promotion or honours are received at this Office from so many correspondents, who appear to have been appealed to on the ground of their supposed influence, but who have neither themselves been connected with the Colonial Service nor are in a position to judge of the merits of other candidates for similar promotion, that I am compelled to request you to make it known among such officers of your Government as it may be likely to affect, that I do not approve of the use of those means to influence my judgment, and that applications of this kind are by no means necessarily of advantage to the persons recommended in obtaining the fulfilment of their wishes.

I do not mean to suggest, however, that the great majority of Colonial officers have not already a perception of the drawbacks and the irregularity of the proceedings upon which I have felt my duty to comment, and this should be stated in the communication which I have directed you to make to your officers on the subject.

It should also be stated that I have no wish to discourage direct applications from officers who desire promotion to particular appointments, or who consider that their services entitle them to promotion generally. Such applications will continue to receive my careful consideration, provided, of course, that if the officer is in the Colony when he applies, the Colonial Regulations as to the transmission of correspondence through the Governor are complied with.

RAILWAYS AGAIN.

More Money Wanted.

(The "Telegraph" Correspondent, Canton, July 28.)

Owing to the insufficiency of funds for carrying on the work on the Sunning railway, the managing director of the railway in question has applied to the Canton Viceroy for permission to issue a foreign loan for the completion of the line. The Viceroy has consulted the Ministry of Communications by telegram on the subject. The Ministry in reply says that the loan advanced to the railway by the Taehing Bank need not be redeemed for the present. The Viceroy has now instructed the Taotai of the Promotion of Industries to advise the managing director of the railway accordingly. It is reported that it is the intention of the Ta Ching Bank to advance a further loan to the railway in order to enable the completion of the line without any trouble.

COMMERCIAL.

The Manchurian Bean Trade.

The effects of the outbreak of plague upon the Manchurian bean trade last season hardly require illustration, but it is interesting to note that, whereas during the first ten days of January thirty-ton cars were coming into Dally at the rate of 151 per day, by the 4th February the number had fallen to 60 cars per day, the lowest number reached being 42. On December 24th, 1910, the price of beans in Dally was, in silver yen, 3.16. On January 11th, their price stood at 3.32, and within a few days it had jumped to 4.04. On July 5th, the price was 3.94.1-4. Plague, however, was not the only cause of the marked decrease in the export of beans from Dally to Europe. Shipments to South China—Shanghai, Amoy, Swatow, and Canton—were very much larger last year, and this tended to keep up prices. It should also be remembered that there are 42 bean mills in Dally. These can use 22,850 piculs per day, from which is produced 2,050 piculs of oil and 45,700 piculs of bean cake. Thus the bean trade of Dally is by no means dependent upon the export trade to Europe. There appears to be little ground at present for asserting that the new drawback granted by the Japanese Government to Japanese exporters of bean oil has had any effect upon the export of beans from Dally. The drawback was first instituted about the middle of last year and has not, therefore, had much time to make its effect felt. The coming season should show how far trade is likely to be diverted by it.

Bean Oil.

Bean oil, on the contrary, has shown extraordinary expansiveness, despite the adverse influence of the plague. The following figures, which have been carefully verified, show the amount exported from Dally during the first five months of this year, as compared with the corresponding figures for the previous year:—

	Tons.	(1911.)	(1910.)
January	4,481	1,006	
February	4,414	1,797	
March	3,128	1,788	
April	7,290	1,785	
May	5,136	2,084	
	34,449	8,550	

Malacca Rubber Auction.

The following prices were realized at the sale of rubber at Malacca auction mart on Saturday, July 22:—

Fine Sheet	\$228.00 per pl.
Bark Crope No. 1	\$141.11 "
Bark Crope No. 2	\$121.75 "
String Serap	\$120.10 "

The bidding was keen and all lots were sold.

Penang Tin and Rice Quotations.

Tin (unrefined) is quoted here to-day, Saturday, July 22, at \$92.27.1-2 buyers, no sellers; at Singapore (refined) at \$92.62.1-2 buyers, no sellers, and in London at £192 cash and £184 10s. three months' sight.

Rangoon rice is quoted at \$159 per cayan.

Serendah Hydraulic Tin Mining Co., Ltd.—The following are the returns for June:—

Output	Pls. 80.89
Value	\$3,078.46
Landak ore	225.00
Working expenses	2,784.29
Profit	967.17

New faces being opened up account for the small output.

MARINE COURT.

Saturday.

Before Commander C. W. Beckwith, R.N.

Unlicensed Boat.

Kwok Shui Kan, master of an unlicensed boat, was discharged with a caution, and ordered to procure a license, for being without one when using the waters of the Colony.

The evidence of P. O. Grimmett was to the effect that he boarded the boat and demanded the license. Defendant admitted he had not got one.

He told the Commander he had no money to pay for one, but would get one at once as a friend had promised to lend him the necessary money.

THE LATE MR. G. W. NOEL.

We record with deep regret the death of Mr. G. W. Noel, of the well-known firm of Noel, Murray & Co., which occurred at his residence 12 Love Lane, on Saturday, the 24th inst.

Mr. George Washington Noel was the third son of the late David Cole Noel, M.D., L.R.C.P., and was born on April 30, 1856 at Upper Tooting, London, S.W. He was thus in his 56th year when he passed away quietly at midnight on Saturday. He was educated at the Wesleyan Collegiate Institution, Taunton, which college was chosen for him, and all his brothers, perhaps because the late Rev. Moulton, of Leys School, Cambridge, was formerly a Master at Taunton and was related to Dr. Noel. In 1873 Mr. G. W. Noel joined Messrs. Thorne and Lea, of Mark Lane, London, the well-known ten merchants, and in 1875, at the early age of 19, he was sent out by them to Shanghai to join the Yuen Fong Hong, where for a time he was book-keeper, and later became Manager of the firm. In 1887 he resigned his position and joined the late Mr. Lewis Moore in his business, but did not long remain with this firm. He decided to start business on his own account, and it was about this time he became associated with the late Mr. W. C. Murray, the result being the building up of the firm of Noel, Murray and Co., which was afterwards converted into a limited liability company. In 1904 Mr. Noel made a trip to England, and it was whilst attending the wedding of Mr. Duncan Glass that he met his wife, Miss Nora Simpson, daughter of Mr. James Simpson, formerly proprietor of the Old Dock. Early in 1905 Mr. Simpson visited Shanghai, accompanied by his two daughters, and it was then Mr. Noel became engaged to, and married, Miss Nora Simpson, the wedding taking place at the Cathedral on April 27, 1905. There is one little daughter, now five years old. Last year Mr. Noel became very ill, and travelled home at the end of June, returning in October much improved in health. At the beginning of this year an old heart trouble again made itself unpleasantly apparent, and close upon this came the death of his partner. On being joined by his brother, it was arranged Mr. Noel should visit Canada, in the hope that the beautiful air of Logan would restore his health, and he was to have begun the voyage on Sunday. On Saturday evening he enjoyed dinner, was apparently in good spirits, and acquiesced in all the arrangements that had been made for his journey. On retiring, he at once complained of pain in the heart region. Dr. Ziervogel, his physician, was called, and rendered every possible aid, but his patient fell into unconsciousness and so passed quietly away.

By the death of Mr. Noel, Shanghai loses a highly respected resident and a thoroughly efficient businessman. Any movement or proposal likely to prove of service to the Settlement claimed his active interest, and his assistance was always appreciated. He served on the Land Commission, and was associated with numerous local institutions, including the Shanghai Dramatic Club, of which he was at one time Chairman. He was a prominent member of the Stock Exchange and his death will be sincerely deplored.

The funeral took place on Monday afternoon, when the remains were cremated.—"N.C.D. News."

WARNING TO NAVIGATORS.

(The "Telegraph" Correspondent, Canton, July 28.)

For the last few days, rumours of another rising have been flying in the air, and the panic-stricken people are fleeing out of Canton in large numbers daily. The state of affairs has reached the ears of H.E. Excellency the Viceroy, who concludes that the thing must have been brought about by the silly action of some of the officials, who have removed their families out of Canton. The people are simply following their bad examples. The Viceroy has consequently instructed all the officials holding positions at the expectant ones not to leave the City without permission from the Viceroy. Any official disobeying the order of His Excellency will be punished without leniency.

LOG BOOK.

Steep Island Fog Station.

The experimental alterations that have been made at Steep Island Fog-station have met with a large measure of success, the radius of audibility of the sound having been greatly increased. A new mouthpiece has been fitted to the instrument and the horn turned experimentally to the south-east. With it in this direction the revenue steamer *Linsching* was able to hear the siren at a distance of thirteen miles to the southward when steaming full speed and fourteen miles with the engines stopped. To the north the sound was audible for nine and a-half miles steaming and eleven and a-half miles stopped. The lightkeepers have been given instructions that the siren is to be sounded until further orders whether the weather is clear or not on the approach of a coasting steamer in order that shipmasters may be given an opportunity of testing the apparatus and reporting thereon. On July 12 the China Merchants' steamer *Toonan* heard the siren distinctly at a distance of thirteen miles to the south while steaming half-speed. The wind at the time was N.N.W. force 3, Temperature 78 degrees and Barometer 20.78. Misty weather with Steep Island bearing approximately N. 3-4 W.

Big Opium Seizure.

A big opium seizure value \$27,000 took place in June on board the *America Maru* at San Francisco. The drug, placed in tubular metal cases was discovered, on information obtained in advance from Washington, in the fresh water tanks of the steamer. The officials are at a loss as to how it got there, who placed it there, and who is connected with what is evidently the work of a band of conspirators. Suspicion falls upon the Chinese waiters, pantry men and stewards, as the officials cannot see how that amount of opium could be smuggled through their quarters and lowered into the bottommost part of the vessel without their knowledge, that a number of them, if not all, were in the secret and expected to get a "piece" out of such a magnificent windfall, if it went through successfully, is the belief of the Customs people and of the Japanese officers of the ship as well.

A Nagasaki report says that the new T. K. K. liner *Shinyo Maru* left dock on July 14. The contract of sale of the *America Maru* to the Osaka Shosen Kaisha has been arranged and the steamer will be transferred to the O.S.K. after the present outward voyage. The *Nippon Maru* will be put on the South American line instead of the *America Maru*. The captain and crew of the new ship have arrived at Nagasaki and she will soon be placed on the San Francisco line.

The sailing-vessel *Lyndhurst*, belonging to the Anglo-American Oil Co., struck an unknown object off Cape Recife on June 25 and arrived at Port Elizabeth with five feet of water in all holds. By latest advices craft were alongside with pumps and have been successful in keeping her free, but so far the divers have been unable to locate the leak. Meantime the holds cannot be entered on account of excessive oil fumes.

STORM CLOUDS GATHER.

Officials Fear Rising.

(The "Telegraph" Correspondent, Canton, July 28.)

For the last few days, rumours of another rising have been flying in the air, and the panic-stricken people are fleeing out of Canton in large numbers daily. The state of affairs has reached the ears of H.E. Excellency the Viceroy, who concludes that the thing must have been brought about by the silly action of some of the officials, who have removed their families out of Canton. The people are simply following their bad examples. The Viceroy has consequently instructed all the officials holding positions at the expectant ones not to leave the City without permission from the Viceroy. Any official disobeying the order of His Excellency will be punished without leniency.

Merchant Shipping.

H.E. the Governor has appointed Mr. Robert Hunter to be surveyor of steamships or unlicensed steamships under 60 tons burden.

THE UNIVERSITY.

A meeting was held at Government House on the afternoon of July 25th to consider the proposal to hold a Chinese Fete or Bazaar, probably in March next, in order to raise further funds for the Endowment of the University. Those present included Hon. Mr. A. W. Brown, C.M.G., Hon. Dr. Ho Kai, C.M.G., Hon. Mr. Wai Yuk, C.M.G., and eighty Chinese gentlemen, including all the prominent Chinese residents.

At the suggestion of H.E. the Governor the gentlemen present decided to form themselves into a General Committee for the purpose, and asked H.E. to be their Chairman, to which he agreed with pleasure. It was proposed that a preliminary Committee should be formed to draw up an outline of proposals to be submitted for the consideration of the General Committee. It was decided that when the proposals of the Preliminary Committee had been submitted to and approved by the General Committee the latter should select an Executive Committee to undertake the organization of the work.

PLAIN SPEAKING.

By the Colonial Secretary.

In the Government Gazette just published appears the following intimation from the Right Hon. L. Harcourt, Secretary of State for the Colonies:—

I have the honour to refer you to Mr. Chamberlain's circular despatch of the 18th of December, 1897, and to inform you that it appears that the influence of Members of Parliament and others in this country is still sought by some officers in the Colonial Service as a means of bringing their services to the notice of the Secretary of State with a view to consideration for promotion.

The objection to such procedure is obvious, but, as it does not seem to be sufficiently realized in some quarters, I shall be glad if you will take steps to make it known again to public officers serving under your Government that this procedure is disapproved. Among other means this and the preceding circular should be published in the Gazette.

Arrangements are in existence in this office which ensure due consideration of the claims of all suitable officers on the occurrence of vacancies in the service. The attempts which have recently been made to obtain promotion by irregular means have not been of advantage to the officers concerned.

AN UNPLEASANT EXPERIENCE.

Horse's Fatal Fall.

An officer on the Wivern at least did not have a very pleasant day, Sunday, for he met with an accident that is fortunately rare in these parts. The officer in question, who is, we are told, an experienced horseman, hired a horse from Kennedy's stables intending to go for a ride. It appears that he took the path for Stanley over the Wong Nei Chong gap. As he rode leisurely along he discovered a narrow path, which to him looked enticing and, though it was only a "cat's paw," dismounting he led his pony down slowly when he discovered that the path he had chosen was getting gradually narrower and narrower. In fact, such was the decrease in the breadth of the way that he decided to turn the animal and retrace his steps. The path was so narrow at the spot, that the pony in backing preparatory to turning put his feet over the edge and fell. The distance that the unfortunate animal fell is estimated to be about one hundred feet and consequently it died as a result. The body of the horse had to be left where it fell over night but this morning some of Kennedy's employees were sent out to bring the body in.

The path which at first was broad, and looked quite suitable for riding along, gradually decreased till it was only a foot wide.

Merchant Shipping.

H.E. the Governor has appointed Mr. Robert Hunter to be surveyor of steamships or unlicensed steamships under 60 tons burden.

TROOPING THE COLOURS.

This Morning's Fine Spectacle.

Tuesday is the 152nd anniversary of the Battle of Minden and the heroes of that event, the King's Own Yorkshire Light Infantry, kept the day in fitting style, trooping the colours on the Hongkong Cricket Club ground. Punctually at 9.30 a.m. H.E. the Governor, attended by Major Tulloch and the A. D. C.s, took up his position on a crimson carpeted dais before the flagstaff. Behind him were a brilliant group of ladies and officers, as well as a large number of civilian dignitaries. Facing them was the regiment drawn up in two long lines. At the other two sides of the grounds stood the brass band, and the bugle band, with the standard, respectively, while round the enclosure at intervals stood other soldiers.

The proceedings opened with the first few bars of the national anthem, and after a bugle call, four colour sergeants marched forward with arms at the slope. Again the bugles rang out and an equal number of officers ran to positions in front of the sergeants. Then trumpeters marched over to the band and took up a position behind them and the officers with stately stride and swords at the salute, marched to the regiment. Previous to that the order to fix bayonets had been given and a sharp rattle boomed that the command had been carried out. As they sloped arms a silver gleam of bright steel flashed along the serried ranks, and remained so till at the word of command it disappeared as the arms were grounded.

Further stately movements of band and bugles culminated in the formation of an escort for the standard which was festooned with greenery. This escorted the standard bearer moved round to the troops who forming in review order marched past the saluting base where H.E. the Governor took the salute, the band playing in the meantime in the centre of the field.

The troops then reformed and approached the dais from which the Governor addressed the following remarks to the troops:—Colonel Hamilton, officers, N. C.O.s, and men of the King's Own Yorkshire Light Infantry.

It is a part of the time honoured tradition of the regiment that the person who is privileged and honoured by taking the salute of this anniversary shall address the regiment at the conclusion of the parade.

Last year in South Africa in close proximity to the battle fields on which you had so recently and so worthily maintained the high reputation of the corps, you were addressed by a distinguished soldier and the vivid and detailed account which he gave you of the battle of Minden will be so fresh in your memories that it would be superfluous for me to repeat it today, and I will not, therefore, attempt to give you any detailed account of that glorious battle, but, sir, it is a wise and a useful custom for a regiment to select one of the great historical battles, whose names it bears on its colours and to recall each year the memory of the gallant deeds which led to victory, no matter how brave or how disciplined the enemy might be. It is well for the regiment to recall in times of peace how the gallant 51st with the rose of Old England in their head-dress marched steadily forward without flinching at Minden, though the hail of cannon shot left one in every three men dead or wounded behind.

How in four successive charges the enemy's cavalry hurled themselves against the rampart of bayonets, and were scattered as the wave of the sea dashing against a mass of rock though the troops were armed only with a matchlock which was not effective much beyond one hundred yards.

How the brigade then advanced like a living wall to within fifty paces of the enemy's advance and poured in a volley and charged into victory. Now the days of heroic hand to hand fighting are past, but every recruit and every drummer-boy of the K.O.Y.L.I. feels a personal pride in the heritage of the brave deeds done by his corps through all the long years of its history, and as you, who have fought in South Africa, know, it demands an even higher form of

courage to face invisible batteries firing smokeless powder and discharging bursting projectiles any single one of which is sufficient to decimate a company, while maxims and quick firing small arms rain a literal hail of bullets. The times are changed and the British soldier of to-day needs not less but more courage than in the days gone by, but I thank God that our recent campaigns have proved that the old English courage is not less than it used to be. The King's Own Light Infantry and I are not now acquainted. Though I have been in civil employ for the greater part of my life I have had the pleasure in taking on two long campaigns with the old 51st in Afghanistan and Burma. Your splendid reputation both in peace and in war has ever been amongst the foremost of the regiments of the British Army, and if— which God forbid—your country should ever again have need to call on the regiment to assist in defending the liberties of the hearths and homes of old England, you know that the K.O.Y.L.I. may be relied upon to do their duty to the last man with the same bravery, the same discipline and the same loyalty, which they displayed at Minden, 152 years ago.

AFFECTING TENANTS.

Case in Supreme Court.

A somewhat very interesting nature was down for hearing in the Supreme Court Tuesday morning, before the Puisne Judge, Mr. Justice Comptz, in which Mrs. A. Ogilvie was the plaintiff and Mr. H. B. Davidson, the defendant.

The plaintiff, who was represented by Mr. Gardiner, claimed from the defendant the sum of \$9.50, being the value of three pairs of curtains destroyed by defendant while in plaintiff's house at Kowloon. Defendant was represented by Mr. L. D'Almada.

Mr. Harding said he regretted that owing to indisposition Mrs. Ogilvie was unable to put in an appearance. Her husband had first informed him of her illness.

The Puisne Judge: Is she under medical attendance?

Mr. Gardiner: Yes; I can get a certificate if necessary, and had no idea she was ill until this morning.

The Puisne Judge: You must put in a medical certificate.

The question of costs then arose, and Mr. D'Almada said they were discretionary. Plaintiff, he continued, owns several boarding houses. They were let to different tenants and defendant was one of them. I have got an agreement before me. It is of great importance to the tenants and—

Mr. Gardiner: And to my client.

Mr. D'Almada: I object to an adjournment.

The Puisne Judge: I fixed the hearing for the 1st of August. The only excuse is a medical certificate. If the certificate is not put in I shall have to strike the case out.

Mr. Gardiner: I will put the medical certificate in this morning.

The Puisne Judge: I will consider the question of costs later on.

Mr. Gardiner: The whole question of costs is debatable. I question whether they can be allowed; the amount is under ten dollars.

The Puisne Judge: How long will it take?

Mr. Gardiner: About two hours.

The case was eventually fixed for hearing on Saturday morning.

Empire's Largest Family.

The Lord Mayor, speaking at a meeting in aid of Dr. Barnardo's Homes in the garden of Devonshire House on July 10, said that the homes constituted the largest family in the British Empire. Child life constituted one of the greatest assets of this country and, therefore, had a claim upon the patriotic as well as the beneficent. The homes were run on remarkably economical lines, contrasting with a Poor Law school which he recently visited, where each child cost 14s. 3d. per week.

PRINCIPAL OR AGENT?

Judgment in the "Pea" Case Appeal.

Monday afternoon their lordships, the Chief Justice, Sir Francis Piggott, and Mr. Justice Comptz, delivered judgment in the appeal from the decision of Mr. Justice Hazland in the case of W. G. Humphreys and Co. and P. Soffietti and Co. The action was brought over a deal in pens.

The Hon. Mr. H. E. Pollock, K.C., appeared for the plaintiff and Mr. Eldon Potter for the defendants.

The Chief Justice said that he differed from the learned Puisne Judge who tried the case in Summary Jurisdiction, as to the meaning to be placed on the correspondence that had passed between the two parties.

Some emphasis was laid on the fact that the principal here was a foreign principal, and it was suggested that there was some rule which always made the agent of a foreign principal liable. It has no application to this case for the question is whether the agent is liable; and although in one case it is said that the fact of the principal being a foreign merchant is one of the elements entitled to considerable weight in determining this question, he adhered to the further statement in Smith's Mercantile Law, that it is only one of the facts entitled to no more and no less consideration than the others. If the proposition is true that the question whether a party entered into the contract as principal or agent is one of intention, then the fact of the principal being a foreign merchant has obviously nothing to do with the case, for the question pre-supposes a disclosed principal, and if the intention of both parties is ascertained, the other party to the contract has accepted the foreign merchant as a principal.

The Puisne Judge said they had nothing before them as to the mercantile usage in such cases, but on the whole, and in the absence of any information as to the practice he saw no reason why Soffietti should not agree that payment should be made direct to the shipper, concluding his own arrangements with them as to his remuneration, whether it be called commission, discount, or any other similar term. On the principles we are bound to apply, he thought that the contract definitely fixes the appellants with liability.

He concluded by saying he regretted that in this matter he had been compelled to differ from the judgment of the learned Chief Justice.

The appeal was allowed with costs.

WATER POLO.

V.R.C. v. B.O.C.

These teams met in the second round of the competition promoted by the Hongkong Water Polo Association, and as expected the game was a very keen one and aroused much interest. The teams were represented by the following players:—

V.R.C.: H. A. Lammeri, A. V. Barros and L. E. Lammeri, R. C. Whitehill, A. H. Carroll, A. H. Ellis and J. M. R. Pereira.

B.O.C.: H. J. White, E. Leitao and F. L. da Rosa, C. A. S. Rodrigues, G. Witcheil, T. Logan and R. Carvalho.

In the first half the game was fairly even and at both ends some fine play was witnessed. Both sets of forwards were playing splendidly and both goals in consequence had narrow escapes. Towards the interval the V.R.C. showed a clearer knowledge of the game and ought to have scored. At half time the sheet was blank.

In the second half the V.R.C. easily proved themselves superior to their opponents and within a very short time of the commencement they had registered the first point, through Pereira who later added a second. The third goal was scored by Barros. The B.O.C. contrary to expectations were very poor in the second half and did not show the same form they did against the 88th Co., R.G.A., in the first round.

Final: V.R.C. 3, B.O.C. 0.

SERIOUS RIOTS AT SUN WUI.

Buildings Demolished.

(The "Telegraph" Correspondent.)

Canton, July 31.

On the evening of the 28th ult., a riot, attended with loss of lives, broke out in the city of Sun Wui district in opposition to the tax imposed on land situated for the cultivation of palm trees at 35 cents per acre. It appears that at noon on the day in question, a number of "braves" entered the villages to enforce the tax. A quarrel ensued, which led to blows between the "braves" and the villagers. The trouble soon developed into an open riot. The rioters then proceeded to the bureau for the collection of this unjustified tax. The deputies in charge of the bureau, hearing the news, fled for their lives. On arrival at the bureau, the rioters demolished the building and everything therein. Not content with this outrage, the rioters marched to the spirit farm and butchery farm offices with the intention of demolishing them. They considered the taxes imposed on spirit and meat were too heavy. They succeeded in destroying the spirit farm office but owing to the iron gates surrounding the butchery farm office, they could not effect an entrance and consequently set fire to it. A house occupied by a member of the local gentry who was alleged to be interested in these farms met with similar fate. When the riot broke out, the magistrate was absent carrying out an inspection of the Tinho dykes, and the Colonel in command of the local troops, was at the time engaged in stopping a clan fight in the neighbourhood. Capt. Kwang was left in charge of the city. Hearing of the disturbance, he went out with his "braves" to maintain order. Two rioters were arrested on the spot. The action of the "braves" in arresting their comrades greatly enraged the rioters. The Captain was stoned and his house was burnt down. Afterwards, they repaired to the station, but the police were prepared and opened fire at them, killing three and wounding many others. Three police officers were wounded in the encounter. The rioters then dispersed, but the city gates were closed. They threatened the gatekeepers by saying that they would set fire to the whole city. The gatekeepers became frightened and the city gates were thrown open to the rioters. Early next morning, the riot broke out afresh and a mob consisting of over 1,000 strong marched to the police station. The police were outnumbered and the building was demolished. The Capt. Superintendent of Police at Kongmoon, not far from the scene of the disturbance, telegraphed full particulars of the riot to the Canton Viceroy, who at once recalled Commander Wu, stationed in Shun Tak district on a mission of wiping out bad characters, to Canton and the Viceroy personally instructed him how to act on arrival at the scene of the disturbance. Admiral Li Chun also asked the Captain to transfer some troops from the Shun Tak district to assist him in suppressing the riot at Sun Wui.

A WISE PRECAUTION.

Chinese Authorities on the Qui Vive.

(The "Telegraph" Correspondent.)

Canton, July 31.

As already reported in your columns, General Chun Ping Chik had been on a visit to the Viceroy on important affairs, but owing to the rumours current in Canton of the contemplation of another outbreak, His Excellency General Chun, fearing that the desperadoes at Wei Chow might take advantage of his absence and create similar trouble at Wei Chow, left Canton yesterday for his post again.

Charge of Manslaughter.

Li Man Nang, the shipper of the case of alleged dynamite which the other day resulted in one death and several cases of injuries, more or less serious, was charged this morning with manslaughter and remanded. It now appears that there was no dynamite at all, but only the ordinary crackers used by the Chinese.

LOG BOOK.

The S.S. Shantung.

The "Hankow Daily News" of July 22nd says that native reports received there on the 21st July were to the effect that the steamer Shantung, which operates between Ichang and Chungking, had been wrecked, and that two hundred passengers had been drowned and a valuable cargo destroyed.

In view of the regrettable loss of the S.S. Shantung in the gorges above Ichang, the following passages from the report of Mr. von Strauch, Acting Commissioner of Customs, on the trade of Chungking, for the year 1910, will be read with interest.

The successful running of the S.S. Shantung is undoubtedly the most important item to be recorded under this heading. This boat, a full description of which is to be found in the report for 1909) made 14 trips between March 24 and December 20. Only one accident occurred, namely on her 13th trip, when she ran on a rock, but was soon refloated and repaired, and resumed running none the worse for her mishap. From the end of December to the end of March the Shantung must lie up, as three rapids—the Kunglingtan, Ching-tan, and Singtan prevent steam navigation at low water. The financial result has been splendid, and although this was partly due to exceptionally heavy shipments of silver, which are not likely to recur every year, the fact has been proved that steam navigation on the Upper Yangtze can be made a financial success. What enabled the Szechwan Steam Navigation Company to succeed where others had failed was the fact that the company was able to secure the services of Captain S. C. Plant, a man who for 10 years had had and had used the opportunity to study the dangers and intricacies of the river above Ichang; in fact it is not too much to say that the success of the Shantung was a personal triumph of his skill and perseverance. His accomplishment, of course, a great step forward in the development of steam traffic to Chungking, but its dangers and difficulties must not be underestimated, these and the lack of captains who have the requisite knowledge of the river will stand in the way of a rapid development. But development will come, and the benefit which will accrue from the linking up of this hitherto secluded province with the outer world cannot be over-estimated.

Indo-China Steam Navigation Co.

The report of the Indo-China Steam Navigation Company, Limited, for the year 1910, which was presented to the meeting on 13th ult., states that the final result of the year's working does not reach the level which was at one time anticipated, although distinct progress towards a more profitable state of affairs can be recorded, and but for a severe financial crisis in Shanghai last summer, it is safe to assume that the year's business would have shown a much better result. The improvement which has taken place in freights in all directions has gradually extended to China, and absorbed much of the irregular tonnage which has for so long rendered freights unprofitable in the Far East. The credit side of the revenue account (including £7,537 brought forward from last year with an addition of a transfer of £20,000 from underwriting account) amounts to £116,407, out of which £7,438 was paid in November last in reduction of the preference dividend in arrears, and it is now proposed to further reduce the arrears by the payment of £22,315, which will only leave outstanding the contingent liability attaching to the year 1910. After making provision for this payment, allocating £55,307 to depreciation and £3,000 to reduction of expenses of debenture issue and meeting all other outgoings, there remains a balance of £5,685, which it is proposed to carry forward. No additions have been made to the company's fleet during 1910, and no building contracts have been entered into. Two of the company's older steamers, the Amara and Hin Sang, have been disposed of during the year at satisfactory prices.

JAVA RUBBER INDUSTRY.

Eighty-Seven British Companies Interested.

Reporting on the trade of Java, Sumatra, etc., for the year 1910, Mr. Consul J. W. Stewart states that the past twelve months were most interesting for rubber in Java, as the oldest of the Hevea plantations had reached the productive stage. Little actual tapping has been done, but some half-dozen estates have made a commencement with this work, and the small quantities of "Java plantation" which have reached the London market have been conspicuous for the high prices realised. Figures as to yields per tree are not yet available, but results obtained have been highly satisfactory, both as regards yield of latex and percentage of dry rubber. On many plantations trouble has been caused by root disease; but planters are taking energetic measures to check it, and the Government chemists are interesting themselves keenly in the matter and rendering the readiest assistance.

Of the capital sunk in rubber ventures during 1910, that of British investors easily takes the first place, and from figures compiled by the Netherlands Indian Agricultural Syndicate it appears that in Java alone no less than £5,500,000 has already been paid up in respect of 87 British companies with an authorised capital of nearly £7,000,000. The figures are admittedly incomplete, as the origin of all the capital is difficult to trace, and it is probable that the actual British interest is even greater. The agricultural syndicate mentioned above has also endeavoured to collect statistics as to the area planted with rubber in Java, and have arrived at a total of 157 estates, with an area of 85,000 acres of planted rubber, principally Hevea Brasiliensis. These figures are, however, recognised as incomplete, and, owing to the apparent reluctance of many planters to furnish returns, it will probably be some years before reliable statistics can be obtained.

An interesting feature in connection with the rubber industry has been the establishment in Java during 1910 of a British firm of rubber engineers who are constructing large numbers of temporary and permanent rubber factories. An inferior variety of wild rubber, the export of which has of late years attained considerable proportions, is that known as jelutong. This product is collected by natives in the forests of Sumatra and Borneo and is obtained from trees belonging to the Dyak and Alstonia families. As the method of collection employed by the natives is extremely destructive to the trees, the Government of Netherlands India has found it necessary, in order to prevent their extermination, to impose restrictions on the collection of jelutong. Concessions for the exclusive right of collection have already been granted to two companies, one American and the other German, and there are still larger stretches of territory available.

NOTORIOUS CRIMINAL CAPTURED IN HONGKONG.

(The "Telegraph" Correspondent.)

Canton, July 28.

The Chinese detective engaged by the Chinese Government at the station in Hongkong has reported to General Chun Ping Chik, the arrest by the Hongkong police of a notorious robber who had committed an armed robbery in Ping Shan country market in the district of Kwei-shan. H.E. Chun has written to the Canton Viceroy requesting that the British Consul at Shumoon be asked to supply him with the necessary documents to have the prisoner extradited, and that the Hongkong Governor be communicated with about the matter.

DEATH OF DR. STUART.

We regret to have to announce the death of Dr. C. A. Stuart of the Methodist Episcopal Mission (South) which took place about three o'clock on Wednesday morning. His death at the comparatively early age of fifty-two years was not altogether unexpected as he had been in failing health for some time and was expecting soon to return to the United States in order to recuperate. As a medical missionary for many years he did much useful service. He was for some time President of the Nanking University, but relinquished that position some two or three years ago in order to devote himself to translation work in Shanghai. Quite recently he published a revised Dictionary of Technical Terms, a valuable work enriched by his own copious contributions. The funeral took place at Pukienjiao Cemetery, Shanghai, at six o'clock Wednesday night, Mrs. Parker and Lucy officiating. The chapel was filled with friends, of whom many were Chinese. Amongst those present were Dr. A. P. Wilder, the U. S. Consul-General, the Revs. W. Stevenson, C. F. Symons, H. Bondfield and Evan Morgan, Mrs. Darroch, Davenport, Penon and Lincoln, Archdeacon Thompson and Professor Cooper. There were also a great many ladies. Dr. Stuart leaves a widow, two sons and four daughters to mourn his loss, to whom the deepest sympathy will be extended.—N.C.D. News.

THE GEDONG TRAGEDY.

The preliminary trial of Mr. Frank Brooksbank, who stands charged with culpable homicide not amounting to murder in causing the death of a Bengali watchman at Sungei Gedong, took place at Puti Buntar recently. It is alleged that Mr. Brooksbank, who was riding a motor-cycle, hailed the ferryman to take him across the river. The men asked him to go across on the bridge as the tide was high. Mr. Brooksbank, preceded by four Malays in rickshaws, crossed the bridge, when the watchman ordered him back, but allowed the Malays to pass and abused Mr. Brooksbank in English. Mr. Brooksbank, leaving his motor-cycle, walked down to the watchman, from whom he demanded his name and address and threatened to report him. The watchman became more abusive, and pushed Mr. Brooksbank, who then, it is alleged, struck him three blows on the left shoulder, the left and right side of the jaw. The watchman said: "Now report me," and Mr. Brooksbank walked away. This happened at 4.15 p.m. and at 8 p.m. Mr. Brooksbank was informed that the watchman was dead. Mr. Brooksbank will plead provocation and no intention to injure and says that the death was accidental.

UNREST IN SHIU CHOW PREFECTURE.

Lives of French Missionaries Endangered.

(The "Telegraph" Correspondent.)

Canton, July 31.

The French Consul at Shumoon has written to the Canton Viceroy that the Procurator of the French Mission in Kwangtung had received news of unrest in the Shiu Chow prefecture from the French missionaries there. In one letter, it is stated that although the local authorities have received instructions from the Canton Viceroy to issue a proclamation prohibiting gambling and opium-smoking, the numbers of these undesirable are on the increase and many cases of robberies have been reported. Moreover, the strength of the local garrison is insufficient to cope with any outbreak. The French Consul asked the Viceroy to instruct the local authorities to protect life and property among the missionaries there. On receipt of the communication from the Consul, H.E. the Viceroy instructed the Taotai and the Lt.-Colonel for Shiu Chow prefecture to order the subordinates to clear out all the bad characters from the prefecture and give protection to the French missionaries.

BANKRUPTCY COURT.

There was a sitting of the Bankruptcy Court on Thursday, His Lordship the Chief Justice, Sir Francis Piggott, presiding.

Rejection of Proof of Debt.

Re the Hing Hing firm, appeal for rejection of proof of debt.

Mr. Hind (for the appellant)—I suggest that the proceedings be adjourned into chambers.

Mr. Master—I object. I ask that there should be an adjournment till the next bankruptcy day.

Mr. Hind—There's a long affidavit to be filed.

His Lordship—Aren't you ready?

Mr. Hind—I'm ready but I was asked by my friend to produce certain books, which I haven't done.

Mr. Master—I wrote to my friend asking for the books on the 26th July and received no reply.

Mr. Hind—I wrote to my man two days after that but he was in the country.

Further hearing was adjourned till next bankruptcy day.

Could Not Collect Debts.

Re Chan Man Mi, application for discharge.

Mr. Fletcher stated that only 10 per cent. of the debts had been paid. Application was made on the 10th April, 1902, for a receiving order. The order was made on the 17th April, 1902, and the man was adjudged bankrupt on the 23rd May of the same year. In his public examination he explained that he had an Australian business. A sum of \$100,000 was due to him in respect of debts in Australia but owing to disabilities on account of his being a Chinaman, he could not go to Australia to collect the debts.

His Lordship—What has happened?

The Official Receiver—Nothing has happened. The man has simply come forward after nine years and asks to be discharged.

His Lordship—I can't discharge him after nine years.

The Official Receiver—The order will only be nominal for one week.

His Lordship—Oh, yes.

Order Rescinded.

Re Kwong Yee Cheong, application for rescission of receiving order.

The Official Receiver asked for the rescission of the receiving order on the ground that there were no assets. The partners had absconded and there were no books to prove the assets. The only asset was a sum of \$160 which was paid to Mr. d'Almeida and was recovered by him, as the money was paid after the receiving order had been made.

Mr. Harding—I represent five creditors and I support the Official Receiver.

The application was granted.

A Scheme of Arrangement.

Re S. A. Marican, application for hearing of petition.

The Official Receiver said that that was a renewed application. A scheme of arrangement had been come to whereby 50 per cent. of the debts was to be paid. The arrangement was almost complete. A number of creditors had signed the document.

The hearing was adjourned.

Only One Creditor.

Re Lai Sai Chow, application for hearing of petition.

Mr. Hind said that was a case where there were large assets and only one creditor.

The hearing was adjourned.

An Echo of the Sessions.

Re Lam Cheong, application for rescission of receiving order.

The Official Receiver said that the man had been prosecuted at the Criminal Sessions for alleged offences committed under the Bankruptcy Ordinance and was acquitted. He now renewed the motion. His Lordship had directed that further argument should be heard on the point generally.

Further hearing was adjourned.

Petition Opposed.

Re Li Chiu Shin, adjourned hearing of petition.

Mr. Goldring appeared on behalf of the debtor.

Mr. Otto Kong Sing (for the judgment creditor) opposed the petition.

Mr. Goldring—I understand that the question is whether the Official Receiver is still opposed.

The Official Receiver—Yes, on the point of assets.

Mr. Goldring—There is \$500 more.

No order was made, with liberty to apply.

INSOLVENT FIRM'S AFFAIRS.

Heavy Sums Borrowed.

Re Dady Burjor and Company, public examination.

In the statement of affairs filed by the debtor firm, it was set out that the total liabilities amounted to \$86,756.82, while the assets were \$30,818.82.

The managing partner of the firm, Mr. Mow Lung, was briefly examined by the Official Receiver.

Cross-examined by Mr. Otto Kong Sing, who represented Mr. Stevens, local agent of John Begg and Company, whisky dealers, debtor stated that in September of last year, he knew that the firm was insolvent. It was not hopelessly insolvent.

Mr. Kong Sing—John Begg sent you a draft for \$100?

Debtor—Yes.

What have you done with it?—I put it in the bank.

You did not make a fraudulent use of it?—That's a lie.

A man named Greenfield advanced you \$11,000?—Yes, on condition that he was to receive 25 per cent. of the profits.

You told him that the firm was solvent?—No, I did not.

What did you tell him?—I told him that the firm had old liabilities.

You said that there was \$30,000 worth of stock?—I did not. I said the goodwill was worth a considerable sum of money.

You gave no accounts to Greenfield at any time?—I told him verbally but gave no written statement.

You did not show him the books?—He had full access to the books.

In May you borrowed a further sum of \$3,000?—Yes.

Mr. Hind—When Greenfield joined you, did he make any stipulations as to having any hand in the conduct of the business?—He told me to consult with him on any question of importance.

Anything particular?—For instance, the removal of the office.

Did he instruct you to give or refuse credit to anyone?—I remember him instructing me to refuse credit to the Pryn East Hotel.

Did he instruct you how to keep the books?—He sent round a memorandum.

Did he say how the books were to be kept?—He suggested changes with which I did not agree. He complained about it but I said it did not suit the business.

Why did he complain?—Perhaps he thought the Chief Accountant of Jardine, Matheson and Company knew better than myself.

How were the loans carried out?—I got them from the Bank, guaranteed by Greenfield. It was a case of offering any facilities for overdraft which the Bank liked to give us.

So really no money was borrowed at all?—Not directly. Even the \$3,000 was not given by Greenfield.

Every loan was a specific transaction of Dady Burjor and Company?—Yes. The \$13,000 was not the only money I borrowed from Greenfield. There were thousands and thousands of dollars I periodically got directly from Greenfield and which I returned.

The \$14,000 is only the balance?—Yes.

Do you know if anybody ever said that Greenfield was a partner?—No.

Further hearing was adjourned till next Thursday.

AN INTOXICATED CUSTOMS OFFICIAL.

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, Aug. 1.

A foreign employee of the Canton Customs created a disturbance while intoxicated, outside a rice depot in Honan on the 31st ult. and wounded several pedestrians. The police did not interfere. The people in the neighbourhood were much enraged and decided to send in a joint petition to the Customs Commissioner for the dismissal and punishment of the offender. They also reported the conduct of the policeman on duty to the Taitai of the Constabulary.

Petition Opposed.

Re Li Chiu Shin, adjourned hearing of petition.

Mr. Goldring appeared on behalf of the debtor.

Mr. Otto Kong Sing (for the judgment creditor) opposed the petition.

Mr. Goldring—I understand that the question is whether the Official Receiver is still opposed.

The Official Receiver—Yes, on the point of assets.

Further hearing was adjourned.

Petition Opposed.

Re Li Chiu Shin, adjourned hearing of petition.

Mr. Goldring appeared on behalf of the debtor.

Mr. Otto Kong Sing (for the judgment creditor) opposed the petition.

Mr. Goldring—I understand that the question is whether the Official Receiver is still opposed.

The Official Receiver—Yes, on the point of assets.

ALLEGED WRONGFUL DISMISSAL.

Indian Shop Owner Sued.

Before Mr. Justice Gompertz, Acting Puisne Judge, at the Summary Court on Thursday, Joonas Cassum Moosa, a shop-assistant, of 11, Occidental Hotel, Kowloon, sued Alimohand Hamandas, Manager of Messrs. Wassiamull Assomull and Company, of 46, Queen's Road Central, and Messrs. W. Assomull and Company, of 10, D'Aguilar Street, to recover the sum of \$200, being \$100 as to wages, board and lodging for one month and \$100 as to one month's wages, board and lodging in lieu of notice. Mr. Reader Harris appeared for the plaintiff and Mr. J. H. Gardiner represented the defendants.

Mr. Harris stated that in August last year, the plaintiff was engaged in a drapery store as assistant, at a salary of \$45 a month. On or about January 2nd, the store was purchased by the defendants. On that day, his client desired to know whether he was to stay on or leave. He was asked to stay on, and worked there until the end of the month, when he was suddenly without previous warning, requested by the defendants to leave. He had several times asked for payment of the amount in dispute and it was only on a definite refusal that he was at last driven to issue a writ.

The defence was that the defendants never engaged the plaintiff. At the time the defendants bought the business from Marican, who had filed his petition in bankruptcy, the defendants merely wanted the premises, but they had to buy the stock to get the premises. They did not, however, take over the book debts, and in connection with these and other matters affecting the affairs of the previous owner, the plaintiff was working for a little further period. He agreed to stay on to help in this work until the defendants came into actual possession, hoping they could keep him on, but when the time arrived, he was told that his services would not be required.

Judgment was given in favour of the defendant.

TO PREVENT KIDNAPING.

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, August 2.

His Excellency the Canton Viceroy has drawn up a list of regulations under which cases of kidnapping for slavery or other illegal traffic will be dealt with, and has instructed the authorities throughout the Province to observe the same when cases of this kind come under their notice. Offenders convicted will be dealt with severely. Should the offenders prove to be officials, the punishment meted to them is to be doubled. Those perpetrating the crime of kidnapping wives, concubines or girls with intent to sell them as girls of the unfortunate class or kidnapping boys for the purpose of selling them as slaves in China, or disposing of them abroad as contracted labourers will be subject to a severe punishment.

MEMORIAL TO LATE TARTAR GENERAL.

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, August 2.

H. E. the Viceroy has received a despatch from the Board of Rites which says that the Throne has approved of His Excellency's request to place a memorial tablet in the Loyalty Memorial Temple in remembrance of the late Tartar General Fu Chi.

At the same time, His Excellency is requested to submit to the Board the career of the late General and the good deeds he had rendered to the Government before he was assassinated.

THE DREDGING OF MACAO HARBOUR.

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, August 2.

The Canton Press Society has received instructions from the Taitai of the Constabulary to prevent the papers from publishing articles, in connection with the dredging of the Macao harbour or commenting on same.

THE LOVE OF LITIGATION.

Costs \$100; Claim \$30.

Before Mr. Justice H. H. J. Gompertz, Puisne Judge, at the Summary Court on Thursday, the Yik Lee firm of brass founders sued the Bee Lee firm, also brass founders, to recover the sum of \$21 for goods sold and delivered. Defendant entered a counter-claim, in which he denied being indebted to the plaintiff in the sum of \$21 or in any sum whatsoever. The plaintiff was indebted to him in the sum of \$15.20, being money overpaid to the plaintiff on various dates. Mr. J. H. Gardiner appeared for the plaintiff and Mr. C. Wilson, of Messrs. Hastings and Hastings, represented the defendant.

Mr. Gardiner stated that the case originally came on before his Lordship and was referred to the Court shroff.

His Lordship—The costs must be something like \$50?

Mr. Wilson—Considerably more than that.

His Lordship—One hundred dollars?

Mr. Wilson—Yes.

Mr. Gardiner—The case was brought by the plaintiff but we didn't know there would be a counter-claim and so forth.

Evidence was called and judgment entered for the plaintiff with costs.

NEW ARMY POST CREATED.

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, Aug. 2.

His Excellency the Canton Viceroy is in receipt of a despatch from the Army Board on the subject of creating a position of commissioner for military affairs in every province. The question was raised by the Board last year when it was intended to centralize the control of the army forces throughout the Empire. When the Viceroy and Governors of various provinces were asked to give their opinion, they all raised objection to the creation of this post in the provinces. Owing to their opposition, Prince Tsai Tsai has decided to abandon the project. However the Prince intends to make it a rule that the Tartar Generals or Tartar Adjutant Generals shall hereafter be known as commissioners of military affairs in the provinces. They will have supreme charge of the provincial military strength, but will be required to confer with the Viceroy or Governors in time of war or other emergencies.

THE FINGER PRINT SYSTEM.

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, August 2.

The efficacy of the finger print system and the success which has attended its introduction into the Settlement by the Municipal Police was again demonstrated at the Mixed Court, Shanghai.

As long ago as November 28, 1910, information was laid that a burglar had broken into the house of Young Ellen Terrace and made off with electric fittings to the value of \$150. At the first blush it would appear that there was not a clue left behind to identify the unwelcome visitor, but a minute inspection of an electric bulb showed clearly the imprint of a thumb and first finger. The bulb was taken charge of by Sergeant Welch, who made the discovery, and was lodged at the Identification Office. Subsequently photographs of the print were taken. Months passed, and although every native prisoner's thumb and finger prints were taken, the burglar, particularly wanted, could not be found. On the 9th instant, however, a native was arrested and charged with the theft of a brass door handle value \$2 from 27 North Soochow Road and, on his finger prints being taken, they were found to be identical with those found on the electric bulb. This led the Police to make further inquiries about the accused and subsequently the latter admitted many burglaries and felonies and pointed out the places from where he had obtained booty. Altogether he had secured goods to the value of nearly \$400.

These facts were narrated to the magistrates and enlarged photographs of the finger prints were produced for inspection.

The accused was committed to prison for eighteen months.—(N. O. News.)

LOG BOOK.

STEAMERS COLLIDE.

In the Straits.

On the arrival last Friday of the local steamer Kinsing, the native skipper reported that she had been in collision with the Morsing, and the latter vessel had been sunk.

The story told by persons on both the vessels is that at about 10.30 on Wednesday night, while the Morsing was going on her usual run from Singapore to Batu Pahat, and the Kinsing was on her way from Malacca to Singapore, the vessels collided. On each vessel it was the gunners' watch, so that the respective captains cannot speak at first hand of the incidents that led to the collision—and if they could, it is improbable that they would, to a newspaper reporter. However, the story is that it was half-past ten o'clock at night, hazy and squally, with frequent rain-showers when the vessels collided, off Pulau Pisang Light-house, some thirty miles from Singapore up the Straits of Malacca.

When it was found that the Morsing was badly damaged she was headed for the shore, and eventually sank in three fathoms, so that her masts are showing above water.

The Kinsing took off the passengers and crew, and when a muster was made, it was found that there were seven persons missing, three of the crew and four passengers. It is possible that these may not be all drowned as the vessels were within sight of shore, and of course there would be some wreckage from the Morsing.

The captain of the Kinsing made an examination of his vessel and found that she was making water. Accordingly he hoisted a red flag and a red light on the bow, where the vessel is injured, and brought her on at slow speed to Singapore, arriving here late yesterday afternoon.

The vessels are both under 50 tons and belong to what is known as the "mosquito fleet" of Singapore, trading up the west coast of the Peninsula to minor coast ports.—(S. F. P.)

The Reported Accident on the Satsuma.

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, August 2.

The report that a fatal explosion occurred on board the battleship Satsuma of the First Squadron, while at target practice, has been officially denied. It would be interesting to learn if the Naval authorities have taken any steps to ascertain who was responsible for the circulation of the report. It is difficult to believe that a definite statement that sixteen officers and men had been killed by an explosion of a 12-inch gun, and that the bodies had been buried, would get into the principal papers unless there was some foundation for it.

A fish torpedo was picked up by a steam trawler off Iki Island and brought to Shimomoseki a few days ago. The machine is probably a relic of the late war. As found it was partly decomposed, but its powder cell was still intact.

A gang of pirates known under the name of the "Black Flag" are operating extensively on the Tungting Lake and a few days ago obtained a haul of 3,000 dollars from one junk, killing every soul on board.

CHINESE NEWSPAPERS IN THE SETTLEMENTS.

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, August 2.

In consequence of the repeated requests of the Cabinet that the policy of controlling the newspapers be carried into effect, the Ministry of the Interior has had several meetings to discuss the subject. It feels that although the New Press Law has been revised and promulgated and the Chinese newspapers published in the Settlements, Shanghai, do not abide by it and therefore there can be no effectual controlling of the Press so it proposes to consult with the Wai Wai with a view to approaching the Foreign Ministers in Peking with the request that in future all Chinese owned newspapers in the Settlements should be subject to the New Press Law and that any such newspaper violating the same should be punished in accordance with its provisions.

COMMERCIAL.

Shanghai Bwo Auction.

At Bwo Auction on Wednesday, July 28, the following prices were realized as compared with the previous week's sale:—

CAMLETS.

July 19. July 28.

Man and Horse—Tls. Tls.

" Pink ... 18.00 18.00

" Indigo ... 18.30 18.30

" Gontian ... 16.40 16.33

" Scarlet ... 17.47 17.38

" New Green ... 18.82 18.46

" Orange ... 16.55 16.33

" Yellow ... 18.40 18.30

Swan Pink ... 17.85 17.61

" Scarlet ... 17.12 17.05

" Green ... 18.00 18.21

" Yellow ... 16.01 —

Shanghai Stock Exchange.

July 28.

H. & S. Banks \$940 cash.

Langkats 91, 93.1-2, and 93 cash.

Padangs 6.3-4 cash.

Sungals 2.3-4 cash.

Anglo-Dutch 1.05 cash.

Java Consols 5 cash.

Lands 91 cash.

Shanghai Gas 191 ex div. cash.

Chongs 2.90 cash.

Batu Anans 1 cash.

Anglo-Javas 6.25 cash.

Senambus 1 cash.

Tebongs 12.65 cash.

Yangtze Insurance \$210 cash.

Shanghai Race Club 6 per cent. 101 cash.

Docks 50 cash.

Senawangs 20 cash.

The Netherlands Trading Society.

The general balance sheet and profit and loss account to 31st December, 1910 of the Netherlands Trading Society show that after deducting current expenses and writing off bad debts, and with the addition of the balance brought forward from 1909, the net profits amount to \$4,743,003.40 (\$395,250), out of which, after providing for the Statutory Reserve to the extent of \$4,492,081 (\$41,007), a dividend of 9 per cent. has been declared.

Chemor United Rubber Estate.

A meeting of the Chemor United Rubber Estates, Ltd., has been called to consider resolutions (1) for the reduction of the issued capital from \$87,127 divided into 174,255 shares of 10s. each to \$17,425 divided into 174,255 shares of 2s. each and (2) that each of the 47,745 unissued shares be subdivided into five shares of 2s. each. A third resolution is with regard to debenture issue.

Nellmay Rubber Co.

At the meeting of the Nellmay Rubber Co. the report was adopted.

Re the proposed sale, Mr. Cecil Law stated that Mr. E. F. Hamilton of London had offered 15,000 (£2 dollars) in shares, but Mr. W. Duncan on his arrival in London would endeavour to persuade him to offer 20,000.

Negotiations had also been entered into with Krian Plantations, which did not see its way to amalgamation, though they might consider buying Nellmay outright.

Dennistown Rubber Co. had offered £2,250, but the definite terms had not yet been submitted by the Directors.

He also said the Directors would apply to the F. M. S. Government for a loan.

Dr. Avetoom advocated carrying on themselves instead of selling.

The Chairman, Mr. Boyd, said that £20,000 was required to bring the estate into bearing if the sugar were discarded.

Eventually it was decided to await Dennistown's reply.

Eastern Smelting Co., Ltd.

We hear on good authority that the London sale of the E. S. Co., Ltd., has gone through and that some of the smartest men of the City will be connected with the new venture.

It is intended to erect an up-to-date smelting plant, and great economies are anticipated, particularly with regard to fuel—the most important item.

The directors of the old company seriously

CAPTAIN'S WRONGFUL DISMISSAL.

Wins Action in Summary Court.

In the Summary Court this morning, Mr. Justice Gompertz, Puisne Judge, delivered judgment in the case in which Captain Tom Austin, Master Mariner, brought an action against the Chi Wo Company, of 29, Wing Wo Street, shipbuilders, to recover the sum of \$870, for damages for wrongful dismissal from defendants' employment as Captain of defendants' steamship Hoi Ming. The claim was made up as follows:—Three months' salary in lieu of notice at \$240 per month, \$720; lodging for three months at \$50 a month, \$150.

His Lordship, in the course of his written judgment, said:—

This is an action for damages for wrongful dismissal by the master of a local passenger ship. There are two defences—justification—the employers maintaining that they were entitled to dismiss the plaintiff for negligence and failure to properly discharge his duties as master. Secondly the employers say that under an oral agreement made between themselves and the master on his appointment, the engagement was to be terminated by twenty-four hours' notice on either side. There were also insinuations—they are nothing more, for they were not supported by evidence—that the plaintiff in breach of his duties to his employers comforted himself towards passengers, Europeans and Chinese. Now as to the defence of justification: this was based upon certain evidence given by plaintiff himself and by several witnesses for the defence—the mate, Chief Engineer, Comproadore and second pilot—to the effect that regular watches were not kept on board. It appeared from the plaintiff's own statement that he and the mate usually took the vessel out of harbour at 9.30 p.m. After Captain Austin the mate was busy with the tickets. The captain remained on deck until past Castle Peak—for one and three quarters to two hours. After that he would chat with passengers for two or three hours being on deck again at the Chain Rocks. In upon waters the captain stated that he left the vessel to one of the Chinese pilots of whom he carried two. These pilots are unlicensed, merely Chinese seamen with good local knowledge. One of the pilots who was called as a witness stated that he possessed a coxswain's certificate. The captain said that the vessel was in charge of the pilot for perhaps three hours, but that the mate was knocking about part of the time. He added that he considered he did his duty, that he followed the custom, and he went on to state that in fact he himself was always in charge of the ship and that it was incorrect to say that the pilot was in charge. He himself was always on the bridge and was in and out the whole time and the pilot never knew when he was going to pop out. The Chief Engineer's evidence was to the effect that several times having to report temporary breakdowns in the machinery he found neither the captain nor the mate on the bridge, and he then reported to the pilot. He stated to me, when I recalled him, that, as the practice was not to keep watches, he did not trouble to call the captain if the latter was not on the bridge, but reported to the pilot or whoever he found there. He proceeded "No doubt if I had pushed open the swing door, I should have found the captain in the cabin," and again: "If the telegraph rings the captain is out immediately. Should I want to stop before the telegraph I am out before him." Then comes the mate whose evidence does not differ materially from that of the captain. I summarise it as follows:—"Since the 1st of July when plaintiff left the ship the (new) captain and I kept regular watches. When the plaintiff was there there were no regular watches. I never kept strict watch under the plaintiff. Plaintiff never kept watches in open waters. The captain said I need not keep regular watch—it was not necessary." In cross examination he said that the captain was a careful navigator and attended to his duties in a proper manner. The next witness was the second pilot. This man was from ten to twenty days on the ship

with plaintiff. He says—again I summarise—"I very seldom saw a European on the bridge—I never saw the mate on the bridge except when entering or leaving port. When leaving Canton the captain was on the bridge. After leaving Whampoa he was sometimes on the bridge but more often not there. After Whampoa the captain remained about ten minutes on the bridge. In my watch after the captain left I got orders from no one. For the rest of the watch, I was in sole charge of the ship till I handed over to No. 1. Now and again the captain came out. Once the captain had left the bridge I saw him once or twice in twenty days. Most days he never came out." The comproadore's evidence is merely that he visited the bridge at night on several occasions and found neither the captain nor the chief officer there. Then the defence called Mr. Edward Jones, Acting Assistant Harbour Master of the Colony, as an expert witness. Very early in the case I stated that had I known what the issue was likely to be I should have insisted on having a marine assessor. An adviser on the bench to whom the judge can put his difficulties and get counsel and explanation, is much more helpful in a case of this sort than an expert witness in the box. I should like to have notice in future beforehand when any similar case is coming on for trial. Now the gist and substance of Captain Jones' evidence is contained in the last few lines of his examination in chief which I reproduced. He said "On the captain's own evidence in the box this morning he has been guilty of breach of duty—a serious breach of duty, such as would impair the ship and lives in her." In cross examination he said—"I have no local knowledge of Canton waters. I don't know the state of water at Castle Peak or Chain Rocks. I can't say if captain and mate in Chinese owned boats keep watch—it is their duty to do so. The officer keeping watch should be in communication with the man at the wheel and close to the telegraph, that is on the bridge. The captain may slip into his room to light his pipe—in and out—at his own risk—they always do. If the engineer went to the bridge to report, and could find neither captain nor mate that would be a serious dereliction of duty. It is a serious thing to be off the bridge when the vessel is under way—there would be more risk in narrow or crowded waters, but the principle is the same. "Now I will confess that when I heard this testimony I thought the case was at an end, and subject to any rebutting evidence the plaintiff might call I was prepared to give judgment immediately for the defendants. I refused Mr. Stevenson leave to call evidence to prove that the plaintiff's practice was usual and ordinary with other boats of this type, for if a practice is really wrong and indefensible I suppose it can be no defence merely to prove that it is usual and prevalent. Finally, however, it seemed to me not to be altogether fair to decide adversely to a man in a matter of his professional duty and competence on the authority of a single expert, however skillful, an expert moreover who came into the case not with an independent and quasi judicial status as an assessor does, but merely as a witness called by the other side. I need hardly say that I am in no way reflecting upon Captain Jones' impartiality. I am quite sure that he gave his evidence with scrupulous fairness, and he was very careful to state that he had no local experience and did not know the Canton waters. I therefore reserved my decision and with the consent of the parties I have called in the assistance of Captain Pybus, R.N.R., an officer also of very great experience and with personal knowledge of the China coast and riverservice, who moreover has frequently served on Marine Boards of Enquiry. I am infinitely obliged to him for his trouble and for the assistance he has given me. I proceeded as follows:—I first read over the part of each witness' evidence relevant on this point and then put my questions to Captain Pybus. As to the plaintiff's evidence as to the duties left to the Chinese pilots and the course of himself and the mate I put the questions (1) Does this describe

the usual course of duty on river boats carrying only two officers? (2) If so is this under the circumstances, a proper and seamanlike way to run the ship, or is it negligence, and behaviour calculated to imperil the safety of the vessel. His replies were:—(1) "I believe this to be the usual course of duty not only on West River boats but on the Yangtze. (2) It is quite in order and reasonable. The captain is always available and can be called and provided he is on the alert it would not be proper to interfere with the pilot who has local knowledge. The pilots are very competent men. I consider the practice described in the captain's evidence seamanlike and reasonable. I then requested Captain Pybus' opinion on the Chief Engineer's evidence. The comment was "If bearings got heated the engines should be stopped at once and a report made to the bridge as soon as possible afterwards. The captain might easily not be on the bridge if the engineer went up at once: that the captain is out immediately if the telegraph rings shows him to be on the alert." On the pilot's evidence the comment was "The pilot was not in fact in sole charge of the ship merely because he was alone on the bridge. He would be perfectly capable of navigating the ship in ordinary circumstances, and if the captain was at hand and ready, that would be quite sufficient. That the captain came out when the boats were rather thick shows him to have been on the alert." On the mate's evidence the comment was as follows:—"The captain should be on hand, not necessarily on the bridge. There are no rules; the matter must be left to the discretion of the master. If he is not hand so as to be called at once that is sufficient. Chinese pilots are as competent as anyone. The evidence does not necessarily prove negligence. I have followed this practice myself on the Yangtze. If the vessel wants to anchor—comes to a station—or there is a fog then the captain is called. The mate's evidence is perfectly consistent with the opinion he gave in cross examination that the captain is a careful navigator and attends to his duties in a proper manner." I then put a further question: "If the practice under Captain Austin was proper, diligent and seamanlike why should it have been altered or is dismissal when a new master took command?" Answer: "I regard the system under Captain Austin as a reasonable one for voyages of this sort with a vessel carrying only two officers. Any regular system of watch and watch about on a river boat carrying only a captain and a mate must be illusory. The mate is on special duty before arriving in port—in port he is busy with passengers and cargo. He has many duties in connection with tickets. It is necessary for him to have reasonable time for sleep. I regard it as physically impossible for a man with so much to do to keep his regular watches satisfactorily. Nor would it tend to efficiency to have the captain always on the bridge. The system described by Captain Austin is perfectly reasonable and the best possible in all the circumstances of the case." I am quite prepared to accept the opinion of Captain Pybus in a subject matter in which he is thoroughly at home and his reasons seem to me, as a layman, good and sufficient. But even were I not ready, as I certainly am, to accept his conclusions, it is clear that if the matter is left in any uncertainty then when two professional experts differ so widely on a matter of professional duty as to the assessor and the expert witness in this case it is not competent for me to find the plaintiff in fault. The burden of justification being, of course, on the defendants, if at the conclusion of their case I cannot come to a conclusion in their favour then evidently they have not done what they were bound to do. But the plea fails for yet another reason. I have no doubt that the practice on local river boats is exactly what the plaintiff said it was with regard to the keeping of watch and the responsibility of the pilot. My assessor so holds and I am ready to agree with him. I have also no doubt that the plaintiff ran his ship on these very lines from the date of his appointment as master in March 1910. Nor can I have ethically doubt that his

owners knew very well what he was doing, they had of course ample means of knowledge, and that they fully concurred in what was going on. This being so, one would expect that if at any time they came to consider that regular watch ought to be kept they would see fair and reasonable to notify the master that when after all these months they put forward, suddenly and without any previous notice, the failure to keep regular watch as a ground for summary dismissal, they make it very difficult to believe that the ostensible ground is the real one. Nor do I myself believe it. In my opinion the defendants had some collateral motive for wishing to bring the plaintiff's suggestions were made in cross examination that they had found him lacking in consideration to passengers. No doubt acts of deliberate discourtesy, if brought forward to the captain of a passenger steamer would give his owners ample justification for summary dismissal. But nothing of this sort has been proved. I think it quite possible that the captain's measures with troublesome passengers were on the regular side—perhaps he was sometimes not as tactful as he might have been; possibly defendants thought they would like to have a milder mannered man in command. But this is nothing but conjecture. I come next to the second plea—that there was an oral agreement for the determination of the engagement on twenty-four hours' notice. It has been repeatedly held in this court that, special agreements apart, three months' notice of dismissal is reasonable for the master of a vessel. The burden of proof is of course on defendants and I will say at once that they have failed to convince me that the alleged agreement was ever made. It was pointed out that on several previous occasions, the plaintiff's service as master had terminated very suddenly but he alleges that it did so on each occasion by mutual agreement and in any case the defence is not that the agreement for twenty-four hours' notice is a usual or ordinary one but that it was a special measure expressly insisted on by the directors because the plaintiff had given them trouble on previous occasions. It is very likely that when the directors engaged the plaintiff at the request, as they put it, of a third party, they felt they were conferring a favour on a man out of employment. They may have thought that under the circumstances it would be only fair that they should not be bound by the three months' rule. But they failed to satisfy me that any such reservation in their favour was insisted on by themselves or assented to by plaintiff. Plaintiff stoutly denies it and I accept his denial. Possibly the three months' rule is a somewhat one-sided operation. I mean that in the passenger trade where competition is keen owners may feel that they are losing business through some idiosyncrasy of a master, which at the same time gives them no grounds for summary dismissal. Then they are in a dilemma. Payment down in cash of three months' full salary might be a heavy charge on the earnings of a small local steamer. On the other hand if they give three months' notice they may fear that the captain having no further occasion to consider their interests may do serious injury to their business before the period of notice runs out. I admit the difficulty but the remedy is in the hands of the owners. They alleged on this occasion an oral agreement. If a master is really to agree to accept summary notice, there is no reason whatever why he should not be required to put his agreement in writing. I have suggested that course before on a similar occasion. This is a lengthy judgment but I wish to have the facts and my findings on them clearly set out in the event of an appeal. As the defendants' two pleas have broken down it follows that the plaintiff must have judgment. Three months' salary he is entitled to. As to the quarters he is not out of pocket through the dismissal as he had this payment to make while still in the plaintiff's service. I disallow this part of the claim. But the point was not argued and I am willing to hear of resemblance.

the parties in Chambers if plaintiff presses this point and his solicitor really thinks he has any case. Subject to this there must be judgment for plaintiff for three months' salary at \$240 and the costs of the action. Mr. Lewis (for the defendants) asked for a stay of execution in view of a possible appeal. His Lordship said that there seemed to be no grounds for the application. Mr. Lewis—I believe the usual practice is to have the money paid into Court. His Lordship—In a case like this, the plaintiff should file a declaration that in the event of the decision being reversed, the amount will not be withheld. Mr. Lewis—The position, my Lord, is this. The Captain proposes to go home to England and if we bring the appeal, our money will be gone. Mr. Stevenson (for the plaintiff)—If the other side wants to appeal, I would ask that they put the matter through as expeditiously as possible. After further argument, it was agreed by the plaintiff to give an undertaking that he would not run away.

DREDGING MACAO HARBOUR.

Alleged Breach of Treaty Stipulations.

THE "TELEGRAPH" CORRESPONDENT.

Canton, Aug. 3.

It is reported that H.E. the Viceroy has received an urgent telegram from the Cabinet Ministers, criticising the action of the Macao Government in dredging Macao Harbour and stating that they regard it as a deliberate defiance of treaty stipulations.

The Cabinet Ministers informed the Viceroy that negotiations are progressing between the Ministry of Foreign Affairs and the Portuguese Minister in Peking over the matter, as they are afraid that ignorant villagers of Hongshan may break into open agitation against the Portuguese, resulting in diplomatic complications. The Viceroy is advised to instruct the civil and military authorities of Hongshan and Chinshan to station more soldiers in the two places, and at the same time to advise the people not to create trouble with the Portuguese. The request has been complied with by the Viceroy. The society for upholding the Macao delimitation question has submitted a petition to the Admiralty for the despatch of cruisers to Macao, as the members of the society consider this is the only solution of the problem.

ALLEGED OUTRAGE.

Against Chinese Official.

THE "TELEGRAPH" CORRESPONDENT.

Canton, August 3.

It is reported that the Deputy of Foreign Affairs at Pakhoi has reported to the Canton Viceroy that the captain of the steamer Hoi-mai alleged to have ill-treated a Chinese official and begged the Viceroy to write to the French Consul to have the Captain dealt with, and the steamer's comproadore handed over to the Chinese authorities for punishment.

It appears that while the steamer was at Pakhoi, the Chinese official came across a boat suspected of carrying and selling kidnapped persons and assaulted a boatman by mistake. The captain, witnessing the incident from his ship, ordered the Chinese official to go aboard. As soon as he was aboard the French steamer, he was placed in irons and removed to the look-up.

As the case concerns China's international rights, His Excellency the Canton Viceroy has instructed the Diplomatic Commissioner to open negotiations with the French Consul.

Mr. Koir Hardia says that the Peers' Coronation robes reminded him of the Roman toga. As a peer's robe and the Roman toga are entirely different in colour, shape, and the way in which they are worn, you see at once the point of resemblance.

LOG BOOK.

Disobedient Seamen.

As a result of a complaint made by Capt. Cockell of the S. S. Ardnamohr, Marine Sergeant James arrested eleven seamen belonging to that ship on charges of absconding themselves without leave and of wilful disobedience of orders. They were arraigned before Capt. Radcliffe in the Singapore Marine Court and they pleaded guilty. One was sentenced to have eight days' pay confiscated, three lost four days' pay and the rest two days' pay. They were ordered to return to the ship under police escort. Capt. Radcliffe made the men understand that the maximum punishment for the offences with which they had been charged was ten weeks' imprisonment. He had let them off lightly in consideration of the fact that the Ardnamohr was due to sail within the next few days.

Capt. Cockell asked for a police guard during the time the ship remained in port to prevent the men coming ashore. He was informed that this would be allowed, provided a formal application was made.

Madras Harbour.

Since the opening of the new Northern Entrance of the Madras Harbour, the opinions of the commanders of vessels using the port have been taken. All are unanimously of opinion that it is great change for the better, and improves the harbour immensely. The only suggestion made is that a tug should be provided, like that at Colombo, to assist in the berthing of the vessels, and that the lighting of the entrance should be improved. The Port Trust will carry out those suggestions. Now that smooth water has been secured inside the harbour the project for building ship quays has been taken up.

Smuggled Opium.

The custom officials searched the Devanwango, which arrived in Bangkok from Swatow with 472 deck passengers, and found about ten tacks of opium dross concealed in a pillow. A man named Joo Laek was taken in charge. Another passenger named Leo Seng was arrested for having five tacks of opium pill concealed in a secret drawer in his box.

Marine Motor Service.

The prospectus has been issued of the Singapore Marine Motor Service, Ltd., for providing a regular, safe and rapid service of modern motor launches for the harbour and vicinity. Government and the Municipality have agreed to the erection of suitable landing jetties and a launch office on the pier. It is intended to commence with a fleet of six launches, four large and two smaller, but sufficient capital is provided to get two additional launches on the time system. The launches will be constructed on the most modern principle, with air-tight compartments and ample freeboard, and are to burn kerosene. The fares proposed are those usually charged by sampans, and less than those charged for steam launches. The proposed capital is \$75,000, and the estimated profit, with the launches one-third full, is sufficient to pay a dividend of 22 per cent. on this. Directors, M. Meyer, M. Suhl, and Yow Ngan Pan. Secretaries and registered office, Messrs. Down & Co.

THE MANUFACTURING OF EXPLOSIVE.

Canton, August 1.

His Excellency the Viceroy has telegraphed to the Ministry of Foreign Affairs regarding the discovery of a large quantity of explosives found on board the steamer Kwangtung. In the telegram the Viceroy stated that the Canton officials have been able to trace out the manufacturing place of the explosives and they were much surprised to find that this contraband, which is prohibited by international laws, should have been smuggled into Canton. The Viceroy asked the Ministry to notify the Diplomatic Body to write to their respective Governments to prohibit the merchants from supplying this contraband to Chinese anarchists in defiance of the international laws.

EAST INDIES PETROLEUM COMPANY.

Discovery of an Oil Well.

The prospectus was issued on Friday of the East Indies Petroleum Co., Limited. The subscription list opened at Singapore and Penang on the 30th and closed on the 31st ult. The capital is \$1,500,000, divided into shares of \$10 each, all ranking pari passu. Of the total shares, \$2,470 are to be allotted in fully paid up shares to the vendors as part of the purchase consideration and the balance of 67,521 shares, less the present issue, will be held in reserve. On the present issue, \$5 per share is payable on application and \$5 on allotment. The Directors are Messrs. Seymour Buckingham and W. D. Fisher of Singapore, Weo Hap Lang and Loke Chow Kit, Kuala Lumpur, and Willem Amos of Sourabaya. Bankers, the Chartered Bank, Solicitors, Messrs. Donaldson and Burkinshaw, and Mr. H. J. De Bruijn of Sourabaya. Auditors, Messrs. Evans and Co., and Secretaries, Messrs. Welsh and Co.

A telegram was received from Mr. Seymour Buckingham announcing that the first well had been struck at a depth of four hundred feet, and that he was making satisfactory arrangements for the sale of crude oil.

The Company has been formed for the purposes of exploiting, acquiring, or preparing of markets, oil bearing concessions or properties situated more particularly in the Netherlands Indies, Borneo, the Malay Peninsula, Borneo and elsewhere, and disposing of the same at a profit; forming subsidiary companies for exploiting and developing the various properties in which the Company is or may become interested; generally dealing in petroleum lands and proving, developing, or working oil concessions or rights; carrying on the business of oil producers and any allied businesses; and for the other objects stated in its memorandum of association. The Company has acquired the rights, under prospecting licenses, to bore for oil in Java and Sumatra and is at present negotiating with a view to acquiring further properties in the residency of Rembang, Java.

THE MACAO DELIMITATION QUESTION.

THE "TELEGRAPH" CORRESPONDENT.

Canton, Aug. 1.

A rumour is current in Canton that H.E. the Viceroy is in receipt of an urgent telegram from the Army Advisory Council requesting His Excellency to order the Canton Excelsior to prepare for transference to Hongshan. It is reported that this order has been given in connection with the delimitation question with the Macao Government. The Viceroy is also notified that a division of troops will be transferred to Canton from Hupeh to strengthen the army in Canton.

FEARS OF A RISING IN CANTON.

THE "TELEGRAPH" CORRESPONDENT.

Canton, August 3.

Some days ago, it was rumoured in Canton that another rising was going to take place on the 2nd inst., but the day passed off without any sign of trouble. On the 1st inst., almost all the families of the officials and of the wealthy class were seen leaving Canton. During these two days, the streets were almost deserted.

Last Night's Storm.

The black typhoon cone remained displayed yesterday until dark, when it was replaced by the vertical light corresponding. It was again hoisted this morning. During the night, a very high wind prevailed, accompanied by heavy rain squalls. No serious damage has been reported to the police. Some of the small private launches on the water front sustained slight damage from the hoist waves. This morning the gale still continued to rage and the harbour was deserted by all the sailing craft and most of the launches, seeking shelter in the typhoon refuge. The sailings of some of the river steamers were also interfered with.

DAY BY DAY.

The power of thought, the palace of the mind.

A Chinese was awarded three weeks' hard labour and four hours' stocks Monday morning for stealing a water-spout.

The export of wolfram from the F.M.S. is steadily increasing. In the first half 1910 it was 927 pikul. This half year the amount was 1,303 pikul.

The "Singapore Free Press" says that Japan has purchased the "Shanghai Times" as an offset to the Sino-American "Daily China Press" to be published in August.

Return of visitors to the City Hall Library and Museum for the week ending the 30th July, 1911:

Library.	Museum.
Non-Chinese 410	154
Chinese 176	2,370

Total 616 2,524
Hongkong and Whampoa Dock Co., Ltd.

At a meeting of directors Monday, it was decided to pay an interim dividend of \$1.00 per share for the six months ending 30th June, 1911.

The Snatching Habit.

A man was sentenced to three months' hard labour and four hours' stocks Monday morning for stealing a watch and chain from the person of a school-boy in Queen's Road Central.

H.M. the King of Siam.

The "Bangkok Times" is informed that the date of the Coronation of His Majesty the King has now been fixed for the end of November. The Treaty Powers will it is understood be represented by special embassies and there is a general expectation that previous records in magnificence will be surpassed.

The Heat in India.

With the heat that accompanies a failure in the monsoon rains there is much sickness in parts of India. An Allahabad telegram says:—The heat is very oppressive here, and an unusually high temperature has had a disastrous effect on the public health generally and on the troops in the garrison in particular. There have been a number of deaths during the week, and many men are suffering from heat apoplexy.

Gamblers Fined.

Twenty-one men, including two keepers, were charged before Mr. F. A. Hazland at the Magistrate's Court on Monday with keeping "Ngau Pai" at 16, Becker's Street, Shek-tung-tai. It appears that the defendants are "boys" employed at brothels. The two keepers were fined \$50 each and the rest \$5 each. A sum of \$55 found on the premises at the time was confiscated, as well as \$6.25 which was found in the possession of the first defendant.

Yet Another Loan!

Yet another loan! The Governor of Shanghai reports the Peking "Jih Ping" has contracted a loan from the Deutsche Asiatische Bank to relieve the money market in Chefoo. The loan agreement has been duly signed with the approval of the Legislative Assembly in his province.

The "Soul Press" says:—"We have much pleasure in announcing the engagement of Miss Katherine A. Stanton, daughter of Dr. W. B. Stanton of Seoul, to Mr. G. P. Piton of the British Consulate-General here."

China Flour-Mill Co.

An extraordinary general meeting of shareholders in the China Flour Mill Co., Ltd., was held at the offices of the general managers, Messrs. Walter Schaff and Co., on the 24th inst. to consider, and if thought fit, to adopt a scheme for the reorganization of the company. The proceedings were of a private nature and were not open to the press.

Typhoon Warning.

The telegram quoted below was received at the U.S. Consulate, from the Manila Observatory at 10.15 a.m.:—"Manila, July 31, 8.47 a.m. Cyclone or typhoon E. of Northern Luzon, more than 300 miles distant, moving N.W. or N.N.W."

The following telegram was received from the Manila Observatory at 11.30 a.m.:—"Manila, July 31, 10.10 a.m. Cyclone or typhoon E. of Northern Luzon, more than 300 miles distant, moving N.W."

Rest satisfied, that whatever is by the appointment of Heaven is right, is best.

How sharper than the serpent's tooth it is to have a thankless child.

The boatbuilders' strike continues. There are yet no fresh developments.

Last night, a watch and chain, and some clothing to the total value of \$156 were stolen from 23, Ship Street.

It is reported that Dr. J. C. Ferguson will start a new paper in Peking with a capital of \$400,000. Chinese are said to be interested.

Three weeks' hard labour and four hours' stocks were awarded a Chinaman at the Magistrate's Court Tuesday morning for being found on the premises of a house with intent to commit a felony.

The Chinese Engineering and Mining Co., Ltd., inform us that the total output of the company's three mines for the week ending 15th July, 1911, amounted to 36,285.49 tons and the sales during the period to 23,310.72 tons.

The following telegram was received from the Manila Observatory at 10.20 a.m.:—"Manila, August 1, 9.45 a.m. Cyclone or typhoon, W.N.W. of Aparri, moving W. or W.N.W."

A British Supreme Court warrant was issued in Shanghai for the arrest of a man named Harpur alias Redmond, on a charge of obtaining goods under false pretences from various firms round the Settlement.

Sir E. Grey replied in the affirmative. The Government would not oppose such a railway if they were satisfied that British and Indian interests were adequately protected. He was not in a position to give any particulars about the scheme.

Sunday Exercise.

Bishop Brent of the Philippines is a believer in Sunday sports. So long as you go to church in the morning, according to the bishop, you are at liberty—it is, in fact, your duty—to devote part of the day to wholesome exercise.

Typhoon Warning.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 7.25 p.m.:—"Manila, July 31, 6 p.m. Cyclone or typhoon E. of Northern Luzon, less than 300 miles distant, moving N.W."

Obituary.

The death took place Tuesday at six a.m. of M. Antonio Francisco Alaral Pereira, of No. 2, Coronation Terrace. The deceased, who was well-known in Hongkong, and was buried on Tuesday afternoon at the Roman Catholic Cemetery.

The Military Contribution.

A statement laid before the Legislative Council yesterday, of the actual revenue of the Colony for 1910 on which the 20 per cent. defence contribution is payable, shows that the amount assessable is \$7,773,839.91, of which 20 per cent. is \$1,554,777.98. The sum paid in respect of 1910 was \$1,303,541, so that the War Office is underpaid \$251,236.98.

Health Return.

The health return in the Colony for the week-ended 29th instant shows that the total number of communicable diseases occurring was eleven—all of them being cases of bubonic plague. Nine of them were fatal. Since the beginning of the year, there have been 235 cases of plague in the Colony, with 214 deaths.

During the 48 hours ended at noon yesterday, there were five cases of plague recorded as having occurred in the Colony.

Opium Notification.

The Deputy Commissioner of Customs has notified the local opium-dealers that on and after the 1st January, 1912, the importation of Turkish and Persian opium will be strictly prohibited into China. A well-known firm of opium-dealers has approached the Government in connection with the matter, requesting it to amend the Opium Ordinance prohibiting opium which is not certified to enter Hongkong, with the exception of opium imported by the Opium Farmer under the existing agreement.

'Tis not in mortals to command success, but we'll do more, Sometime, we'll deserve it.

Unlawful Possession.

Two Chinamen were charged with being in possession of a quantity of opium. The first defendant relieved the second defendant from blame. The second defendant was discharged and the first was fined nine dollars.

Steamer in the Typhoon.

The United States steamer Calles has come into port with a blackened funnel due to the metal being burned. She encountered the typhoon off the Tiger Island, but experienced no difficulty in weathering the storm.

On the Amur River.

It is notified in the Gazette that information has been received from the Consul for Russia at Hongkong that Chinese subjects are prohibited from landing on the territory of the Government General of the Amur River without a passport issued by a Russian Consul.

Chinese Students for America.

Within a day or two another contingent of Chinese students will leave Shanghai for the United States. These are Government students, who having succeeded in the prescribed examination are being sent down from Peking to take passages across to America. On this occasion they will number over seventy.

Fined for Assault.

A canny belonging to a Chinaman escaped from its cage and flew into another Chinaman's house. The owner of the canny ran after it, and on entering the second Chinaman's house was assaulted, receiving amongst other injuries, a black eye. A fine of ten dollars was inflicted. The affair took place at Yau-mat.

Typhoon Warning.

Through the courtesy of the American Consulate General we are able to publish the following:—"The telegram quoted below was received from the Manila Observatory at 10.15 a.m. Manila, August 2, 8.30 a.m. Cyclone or typhoon W. of Balintang Channel moving W.N.W."

Indian Constable's Misfortune.

The other day, an Indian Police constable charged a rich man in the employ of Dr. Jordan for obstruction and the defendant issued a cross-summons for assault. The short result of the affair was that the constable was fined \$5 for the assault. Last Friday, Mr. E. R. Hallifax, Assistant Superintendent of Police, applied for a re-hearing. The case was remanded.

Star Ferry's New Matshed.

A new matshed, smaller in size, to replace the old and dilapidated one which was blown down by the typhoon on Thursday last, is now being erected in the "Star" Ferry Pier. The thanks of the public, especially those living in Kowloon, are due to the Co. for having taken immediate steps to put up this new shed, otherwise passengers will have to suffer some inconvenience in having to stand on the pier in this hot and trying weather with out any shelter.

Local Ordinances.

H. M. the King has not been advised to exercise his power of disallowance with respect to the following Ordinances:—Ordinance No. 15 of 1911, entitled an Ordinance to amend the Census Ordinance 1881; Ordinance No. 16 of 1911, entitled an Ordinance to amend the Law with respect to Persons carrying on business as Money-lenders; Ordinance No. 18 of 1911, entitled an Ordinance for regulating the supply of Electricity for Lighting and other purposes within the Colony of Hongkong and its Dependencies.

Sanitary Board Election.

It is notified that, by command of His Excellency the Governor, and pursuant to Section 9 of the Public Health and Buildings Ordinances, 1203-1909, an election of one member to the Sanitary Board will take place at the City Hall on Tuesday, the 8th day of August, 1911, commencing at 4 o'clock in the afternoon.

The following persons will be entitled to vote at the election:—(a.) Such persons as are included in the Special and Common Jury Lists for the year 1911. (b.) Such persons as are exempt from serving on Juries on account of their professional avocations or on account of their being Members of Council or on account of infirmity or of their being over the age of sixty years.

With some folks, 'tis labour lost to strive, a reasoning mule will neither lead nor drive.

The engagement is announced of Mr. J. Galbraith Palmer, manager of Bakuk Rubber Plantations, to Cicely, daughter of Mr. N. Blackall, of Woolcote, Kenley, Surrey. The marriage is to take place shortly in England.

At the Police Court Thursday Mr. Hazland had before him seventeen gamblers from No. 7, Sau Wah Fong on a charge of gambling. The first two prisoners, interested in the keeping of the house, were fined \$50 or six weeks' hard labour. The next had to pay \$3 or go to prison for 14 days.

Unlawful Possession.

A fisherman was fined 50 dollars for being in unlawful possession of seven bags of coal. He hailed from Yau-mat.

Unwholesome Food.

Wong Fat was charged by Sanitary Inspector Coombes with being in possession of a quantity of unwholesome food. Sixty-seven tins were seized. He was remanded for a week.

King Haakon's Birthday.

Thursday, being the birthday of King Haakon VII of Norway, the Russian Consul, who is in charge of the Norwegian Vice-Consulate, was at home to callers between the hours of 11 a.m. and 1 p.m.

Guarded with Special Strictness.

Of a number of prisoners under sentence of death and awaiting execution in the Central Gaol, Bangkok, three managed to effect their escape during the night and got clean away, despite the fact that prisoners under sentence of death are always guarded with special strictness.

Exemplary Punishment.

A Chinese youth was charged before Mr. J. R. Wood with the theft of earrings from a Chinese woman opposite the Ko Shing Theatre. He was sentenced to six months' hard labour, four hours' stocks, twelve strokes of the birch when he was admitted to the prison, and twelve on his discharge.

"The Yellow Dragon."

We have to acknowledge the receipt of the latest number of "The Yellow Dragon," the college publication which emanates periodically from Queen's College. Space exigencies cannot permit us Thursday of making reproduction of the many good things which appear in its columns, but we hope to be able to do so to-morrow.

Welcome Shower.

Just after the arrival of the telegram in Singapore stating that the 24 days drought in the South of England had ended, a very welcome shower of rain began in Singapore. The country people are on the verge of a water famine, and coolies of some estates have to travel five miles for a bath.

Extension of Railway in F. M. S.

In order to facilitate the shipment of produce from the populous and extensively cultivated district south of Bandar Maharani in Johore, a 2 ft. Gin. gauge railway has been constructed for a distance of 11 miles to Parit Pechah. This line is maintained and operated solely by Malays and yields a fair return. It could, says Mr. D. G. Campbell, the General Adviser, in his report for 1910, profitably be extended for another four miles to Sarang Baaya and it is hoped that this may be effected in 1912.

The Typhoon.

Thursday the black typhoon signals have been flying all the time, but there appears to be little thought of danger entertained amongst European sea-faring folk of a repetition of the occurrence of 1906. The glass remains fairly steady and the wind is variable rather than steadily high. All the same the Chinese junks and sampans made tracks for the shelter early this morning and some of the Canton boats arriving in the early hours before the dawn followed suit and made tracks for Stonecutters anchorage. The harbour this afternoon presented generally a deserted appearance, none but a few of the liners remaining at their buoys. The "Star" Ferry boats continued to ply, as did also the Yau-mat ferries, but there were some evident qualms amongst Kowloon residents as to the possibility of their getting over to the other side at all.

Mind is the great lever of all things; human thought is the process by which human ends are alternately answered.

Two cases of plague were reported during the twenty-four hours ending noon Wednesday. These additional cases bring the total up to 243 since January 1, 1911.

Returned from Banishment.

Mr. Hazland committed a Chinaman to prison for one year for returning from banishment.

Assistant Warder's Theft.

An Indian, assistant gaol warder, was charged with stealing a blanket from gaol. He was remanded until Saturday.

Theft from S.S. Dunedin.

A Chinaman boarded the S.S. Dunedin yesterday and stole a quantity of tarpaulin, the value of which is estimated at 500 dollars. He also managed to secure three geese, worth five dollars.

Not Proven.

An Indian motor driver was also charged before Mr. Wood with driving his motor car in a reckless manner and in excess of the speed limit. Mr. Wood found that the evidence was not sufficient and discharged the man.

Found in the Water.

Last night the police at Yau-mat found floating in the water the body of an Indian watchman employed at the coal godowns. It is supposed to be a case of accidental drowning.

Another Armed Robbery.

A case of armed robbery is reported from Tai-o, particulars of which are very meagre. From the information to hand, it appears that a man entered a shop armed with a chopper and terrified the inmates. While they were still under the influence of terror the man got away with goods that are valued at two hundred dollars.

Rough on the Ducks.

An old woman was charged at the Magistrate's Court with killing five ducks that were not her property and was bound over in the sum of twenty-five dollars to keep the peace for six months. It came out in the evidence that the deceased ducks were in the habit of straying into the defendant's ground and in a fit of aggravation she killed the erring ones.

Boat Population.

The Chinese boat population (exclusive of the New Territories) is estimated for 1910 as 48,010 and the number of boats belonging to the Port and the villages of Hongkong, is as follows:—

Passenger boats.....	3,040
Cargo boats.....	1,277
Steam-launches.....	271
Lighters.....	100
Harbour boats.....	1,007
Fishing boats.....	4,180
Trading junks.....	1,030
	12,231

This gives an average of 3.9 persons per boat. The number of boats enumerated at the Census taken in November, 1906, was 6,459 but this was only a month after the great Typhoon by which many boats were destroyed. There are in addition 9,553 boats in the New Territories.

Sanitary Condition of the Colony.

The "cubicle question" has for many years been one of the most difficult problems in connection with the sanitary welfare of the Colony, but it would seem that, at last, it has been solved in a satisfactory manner by the enactment of stringent regulations combined with considerable latitude in their practical enforcement. The Public Health Law of the Colony prohibits the erection of cubicles in ground floor rooms and limits those on upper floors to two in number, while it also limits the height of the partition walls to six feet and regulates their construction in certain other directions, but a discretionary power is granted by the Ordinance, which has now been vested in the Medical Officers of Health, and they have thus been enabled to permit the erection of a larger number of cubicles on any floor, wherever the lighting and ventilation of the premises have been found to warrant such a concession. As a result only 14 prosecutions for illegal cubicles were necessary during the year, the fines amounting to \$85. In connection with anti-plague measures to render houses as far as possible rat-proof, 324 ground surfaces in houses have been repaired and 1,675 buildings have had rat-traps all up with cement.

A Naini Tai Tragedy.

Naini Tai, 5th July.—A terrible tragedy was enacted at Naini Tai on the 5th inst., at 2 p.m. when Mr. Hugh Osborne, son of the late Revd. Mr. Osborne, of the Methodist Ministry, and brother of Mr. Melville Osborne, of the Madras Bar, shot himself with a .303, aged eleven, the daughter of Conductor Knight of the Inspector-General of Ordnance Factories' Office, and then committed suicide. The deceased was about to return to his post as a teacher in Jubbulpur and had sent on his baggage in advance. The crime seems to have been the result of homicidal mania, as Osborne had no apparent motive in shooting the girl.

Admiral Togo.

Admiral Togo, Councillor on Naval Affairs, is to be promoted to Admiral of the Japanese Fleet on the 20th of November and is to be appointed to a position on the Army and Navy Supreme Council.

H.E. the Governor's Portrait.

An oil portrait of H.E. the Governor, presented by the late Sir H. N. Mody, will be unveiled by the Head Master in Queen's College Hall on Saturday next at 11 a.m. Visitors will be cordially welcomed.

Anchor Stolen from Launch.

As the steam-launch Wah Ying was anchored off Cheung Sha Wan, somebody came alongside and stole the anchor and clamps to the value of \$17. The vessel was one of the two ferries which were recently implicated in the Yau-mat collision.

Church Collector Sentenced.

Samuel, a Tamil Christian collector of St. Andrew's Cathedral, Singapore, was sentenced to six months' rigorous imprisonment for criminal breach of trust of \$300. It is stated that the actual defalcations are from \$800 to \$900 from the Destitute Strangers' Fund and pew rents.

Shop-Gazing.

A shop coolie came over from Yau-mat last night into Hongkong for the purpose of doing some shopping. He made a purchase of a tin of biscuits and some others not so packed. He put them in his basket and in his journeyings stopped outside a shop in Hollywood Road to gaze at the goods displayed. As he did so he put his basket on the ground and, when he had finished his stay, dropped his hand to pick up the biscuits. They were conspicuously by their absence and the coolie is the loser to the extent of \$4.50.

A Friend Indeed.

A Chinaman was awarded three months' hard labour and four hours' stocks by Mr. J. R. Wood on Thursday for stealing a box of clothing from the steamer Fat-shun. Defendant called a com-patriot to speak as to his (defendant's) good character. This was done by his friend, who stated that he had known defendant for the last fifteen years, but in the course of his evidence, he incidentally stated that the defendant had been banished before both from Singapore and Hongkong.

Exposing Deformities.

A native was charged at the Magistrate's Court on Wednesday with being a rogue and vagabond and exposing deformities for the purpose of getting alms. The man was cautioned by Mr. J. R. Wood, who remarked that had the man not been born in Hongkong, he would have banished him from the Colony. This method of exciting one's compassion is a disgusting practice, as sometimes the most hideous and gruesome sights are thrust upon the passer-by which should never be allowed to be exposed to public gaze. It is to be hoped that further cases will be brought to the attention of the local magistrates.

Dynamite Discovered in Cabin.

On the 24th July, a Chinaman went on board the steamer Kwang-tung and engaged a berth. He left some luggage on board and came back at 8 o'clock with a wicker basket and portmanteau which was being carried by a coolie. He signed his name in the passenger-book as Fung Tai Chi. On arrival at Canton, the man departed from the ship. Next morning, when the cabin-boy went into the cabin for the usual cleaning-up, he was amazed to discover underneath the lower berth two cylinder-shaped bombs, apparently loaded. The explosives were handed over to the Customs authorities. It is believed that the man's calling is that of an anarchist.

A Naini Tai Tragedy.

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Unclaimed Telegrams.

List of unclaimed telegrams lying in the Great Northern Telegraph Company's Office at Hongkong:—Kee-chong, Kung-tien-cheng, Limon, Shephardson, Army Navy Club.

80 Miles an Hour in Aeroplane.

Châlons, France, June 16.—Competing in the preliminaries for the James Gordon Bennett aviation race here to-day, M. Nieuport covered 145 kilometres at the rate of 120 kilometres (approximately 80 miles) an hour, beating the previous aerodrome record.

Output of Banks 'Tn.

The Resident of Banka has given the following figures of the output of tin there for June:—Ore and slag estimated in metal pls. 16,238, production the previous months, pls. 21,416, total pls. 30,684; compared with June, 1910, pls. 21,047, previous months pls. 32,045, total pls. 53,092.

Sikh Sues Sikh.

The rather unusual spectacle of an Indian watchman suing another of his ilk was witnessed at the Summary Court this morning, when Manna Singh, sued Sowah Singh to recover the sum of \$50. At first defendant denied liability but later said he owed \$50. An order was made for the payment of monthly instalments of \$5.

Strength of Fleet in Hongkong.

According to the latest returns, the average strength of the British fleet was as follows:—British permanently in the Colony 416, British occasionally in the Colony 5,237, Chinese permanently in the Colony 150, Chinese occasionally in the Colony 150—making a total of 5,953. For the purpose of estimating the population it is considered a fair average to include one-third only of those "occasionally" resident in the Colony; this gives 1,706 and of these 50 are Chinese.

Domestic Buildings.

The domestic buildings of the City of Victoria number 8,604 (exclusive of Barracks and Police Stations), of which 930 are Non-Chinese dwellings, while there are also 163 European dwellings in the Hill District. The number of new houses completed during the year was as follows:—City of Victoria 45, Kowloon 15, Outlying districts 30, and Peak 3, making a total of 93 against 128 in 1909. In addition to the above, miscellaneous buildings such as offices, godowns, etc., were erected to the number of 61—78 in 1909.

Robbery at Sea.

The master of a fishing junk reports to the Police that on the night of the 24th July, while at Shau-ki-wan, off Wagon Light-house, seven men came alongside, boarded the junk, gagged the master and asked for money. The master said there was no money on board, whereupon the robber struck him on the head with the butt-end of a revolver, drove the crew into the hold and nailed down the hatches. The robbers, who were all armed, then ransacked the vessel and stole money and clothing to the value of \$42. The robbers then left, and on the return of the crew on deck, they found that everything had been cleared.

Garrison Orders.

The following paragraphs are taken from the garrison orders published under date 3rd August:—Extract from the "London Gazette" dated 4th July, 1911, is published for information:—War Office, 4th July, 1911.—Regular Forces. Royal Regiment of Artillery.—The promotion to the rank of Major of Captain William G. Lyddon is ante-dated 26th April, 1911.

A Board of Officers, composed as under, will assemble at 10 a.m. to-morrow, 4th instant, at 1 and 2 Antrim Villas, corner of Chatham and Observatory Roads, Kowloon, for the purpose of inspecting and reporting upon the houses in question as to their fitness for occupation as Officers' Mess and Quarters:—President: Major W. M. Pyne, R.E. Members: An Officer, R.E., an Officer, 8th Rajputs, an Officer, R.A.M.C., A.S.O. Officer i.e. Barracks. Proceedings to be forwarded to O.C. A.S.O. Barracks.—Owing to the matsheds at Lok Lo Jln having been destroyed by typhoon, bathing at that place is cancelled until further notice.

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